

**FEDERAL BUREAU OF INVESTIGATION**  
**FREEDOM OF INFORMATION/PRIVACY ACTS SECTION**  
**COVER SHEET**

**SUBJECT: FREDERICK DUQUESNE**

**SECTION: 6**

**Federal Bureau of Investigation  
United States Department of Justice**

New York, N.Y.

65-1819  
VEC:AOBS

May 14, 1941

Mr. Tolson	✓
Mr. E. A. Tamm	✓
Mr. Clegg	✓
Mr. Foxworth	✓
Mr. Glavin	✓
Mr. Ladd	✓
Mr. Nichols	✓
Mr. Rosen	✓
Mr. Carson	✓
Mr. Egan	✓
Mr. Gurnea	✓
Mr. Harbo	✓
Mr. Hendon	✓
Mr. Jones	✓
Mr. Quinn	✓
Mr. Nease	✓
Miss Gandy	✓

Director  
Federal Bureau of Investigation  
Washington, D. C.

~~PERSONAL AND CONFIDENTIAL~~

Re: DUCASE

DECLASSIFIED BY 60267NLS/BCE/KJ

ON 6/29/99

Dear Sir:

There are enclosed herewith Sections I and II, of Copies 1 and 2, which copies are the original and first carbon respectively, of the summary report in the above entitled case, dated April 22, 1941.

There are also enclosed herewith corrected pages for appropriate replacement, as indicated, in Copies No. 4, 5, and 6, which are now at the Bureau.

The Exhibit referred to on Page 518, of Seboid's testimony, should be corrected to read Exhibit 1A14-77, Q 476 rather than Q 475.

Very truly yours,

*J. J. Donegan*  
T. J. DONEGAN, Acting for  
E. J. CONNELLEY, Ass't Director.

*See Special  
Sections  
#127*

Enclosures (2)  
REGISTERED  
SPECIAL DELIVERY

1 ENCL. FM

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FEDERAL BUREAU OF INVESTIGATION
MAY 16 1941
U. S. DEPARTMENT OF JUSTICE
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DATE 6/29/99 BY 60267NLS/BCE/KJ  
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CONTENTS

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SECTION 1.

- A - Title.
- B - Brief Chronological Narrative of Case.
- C - Identification of Subjects.
- D - Testimony of WILLIAM SEBOLD.
- E - Witnesses to Meets in SEBOLD's office.
- F - Radio Messages.

SECTION 2.

- A - Narrative of Evidence Pertaining to Each Subject.

SECTION 3.

- A - Witnesses and Their Testimony.

65-8346-5541

Form No. 3

NEW YORK NEW YORK

THIS CASE ORIGINATED AT

FILE NO. 15-100

REPORT MADE AT: <b>NEW YORK CITY</b>	DATE WHEN MADE: <b>7/29/42</b>	PERIOD FOR WHICH MADE: <b>7/29/42</b>	REPORT MADE BY: <b>b7c [REDACTED]</b>
TITLE: <b>CRAIGHEAD, [REDACTED]</b>			CHARACTER OF CASE: <b>ESPIONAGE - G</b>
<p><b>FREDERICK JOSEPH DUNN, with aliases; Arthur B. F. Brown, Frederick Brown, Colonel Dunn, Fred Dunham, J. Dunham, Frank Dunham, P. Brown, Major Frederick Brown, Frederick P. Brown, F. Detmold Brown, John Dunham, SUMMARY REPORT, Dunn, Fritz Dunham, Captain Fritz Dunham, Colonel Y. J. Dunham, Fritz J. Dunham, Fred Dunham, Dunham, Colonel Margus Dunham, Paul Dunham, J. A. Dunn, Patrick, George Patrick, Frederick Dunham, Prithvi, J. Dunham, Fred Ross, "Pat", Alvin, and Frederick S. Dunn, Pilot Edward, Mrs. Foster, William Smith, Captain George Stoughton, Captain Claude Stoughton, Fred Stoughton, Marshall Duke, Van Han, Van Goutard, Worthy, Julian Miller,</b></p> <p>[REDACTED]</p> <p><b>Dunn, S. A., Dunham, R. V. Dunham,</b></p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p><b>DEVLANDER, JOHN ALBERT with aliases: John Devlander, Garrett Devlander, David Devlander;</b></p> <p><b>HARRIS, EAT ALBERT alias Mr. Black;</b></p> <p>[REDACTED]</p> <p><b>ALFRED HART with aliases: Alfred Hartman, Alfred Westbrook;</b></p> <p><b>CLARK, EDWARD with aliases: Henry Clarks, Clark, R. Fleming, Henry Clarks, R. Fleming, William Clarks, Henry Clarks,</b></p> <p>[REDACTED]</p> <p><b>CREDIT FRANC-PORTUGAL, Lisbon, Portugal.</b></p>			
APPROVED AND FORWARDED:	SPECIAL AGENT IN CHARGE	DO NOT WRITE IN THESE SPACES	
COPIES OF THIS REPORT FURNISHED TO:		BUREAU OF INVESTIGATION	CHIEF OF POLICE
		DEPARTMENT OF JUSTICE	FILE
ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED DATE 10/23/95 BY 60261/bcc/nj			

Form No. 8

THIS CASE ORIGINATED AT

NEW YORK, NEW YORK

3099P

NY FILE NO. 65-1819

REPORT MADE AT:

NEW YORK CITY

DATE WHEN MADE:

7/30/43

PERIOD FOR WHICH MADE:

7/30/43

REPORT MADE BY:

[REDACTED] b7C

TITLE:

CHARTER

CHARACTER OF CASE:

ESPIONAGE - R

FRANKLIN D. ROOSEVELT with aliases: Armstrong,  
D. F. Brown, Frederick Brown, Colonel Benin,  
Fred Brown, P. Brown, John Brown, P. Brown,  
Major Frederick Brown, Frederick De T. Brown,  
P. Detrafford Brown, John Brown.

## SUMMARY REPORT

Dunn, Fritz Brown, Captain Fritz Brown, Colonel F. J. Brown,  
Fritz Brown, Fritz Brown, Colonel Brown, Brown,  
Paul Brown, P. Brown, Brown, Brown, Frederick Brown,  
Fritter, P. Brown, Fred Brown, John, John Frederick Brown,  
Piet Brown, P. Brown, William Smith, Captain Claude Stoughton,  
Captain Claude Stoughton, Fred Stoughton, Berthold Gatto, Van Den, Von Bontard,  
Worthy, John Miller.

JOHN BROWN, D. A. Brown, P. Brown,

P. PAUL with aliases: Paul Brown, Paul Brown, Paul Brown.

JOHN BROWN, JOHN BROWN with aliases: John Brown, Berthold Brown,  
Brown, Brown,

JOHN BROWN with aliases: John Brown, Brown,

JOHN BROWN with aliases: John Brown, Brown,

JOHN BROWN with aliases: John Brown, Brown,

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DEPARTMENT OF JUSTICE

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65-1819

(TITLE- Cont'd)

DeANGELES, JOSEPHINE, with aliases: Josephine D'Angelo, Josephine Dean, Josephina (Giuseppina) DeAngelis, Maria DeAngelis, Mrs. West DeAngelis, Josephine Stein, Josephine Gennaro;




DOLD, CONRADIN OTTO, with aliases: Konradin Otto Dold, Doll, Dolli, Dolde.



DOOLEY, RALPH CONOVA, with aliases: Ralph Conova Dooley, Ralph O. Dooley.

DOUGLAS, ALBRECHT ARCHIBALD, with aliases: Albrecht Douglas, Albrecht A.

○ Douglas, Archibald Douglas, Count Sauermann Douglas,  
Albrecht Archibald Graf Douglas, Count Sauerna, Albrecht  
Sauermann, Albrecht Archibald Sauermann, Dr. Albrecht  
Sauermann, Dr. Douglas Sauermann, Albrecht Archibald Douglas-  
Sauermann, Albrecht Graf Douglas Sauermann, Graf Albrecht  
Douglas Sauerna, Sauerna, Count Sauerna-Douglas, Albrecht  
Hugo Gordian Sauermann, Count Albrecht Sauerna-Douglas.



EBELING, RUDOLF, with aliases: Rudolf Ebling, Endolf Eberling, Rudolph Ebeling.

EICHENLAUB, RICHARD, alias: Dick.



ELLERS, HEINRICH CARL, with aliases: Henry Carl Eilers, Heint Ehlers.



67c  
FEISE, PAUL OTTO ALVIN, with aliases: (Paul Otto Alvin) Feise, P. F. Brokhoff, Fink, F. Ink, B. Vitale, E. Bosch, A. Dinare, E. Tirana, Pete, Peter Viasser, Walter.



GASNER, JR.



65-1819

(Title- Cont'd)

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[REDACTED]  
[REDACTED]  
GRUTZEN, GUSTAVE, with aliases: Gustav Grutzen, Gustav Grutzen.  
GUT, GEORG, with aliases: George Gut, George Good.  
GUT, MRS. GEORG, with aliases: Mrs. George Gut, Mrs. George Good, Mathilde  
Gut, Mathilde Koenig Schuebb Gut, Mathilde Koenig Schuebb,  
Mathilde Koenig, Mathilde Schuebb.

[REDACTED]  
[REDACTED]  
HEINE, EDMUND CARL, with aliases: Blackwell, Edmund C. Heine, Edward C.  
Heine, Heinrich, Jack, Wally.

[REDACTED]  
[REDACTED]  
ISCHIEDRICH, OTTOMAR.

JAHN, RUDOLPH A. with aliases: Rudolf A. Jahn, Capt. Rudolph E. Jahn,  
Captain John.

JANKE, FELIX GUSTAV ADOLPH, with aliases: Freddie, Felix ZALINKER.

[REDACTED]  
[REDACTED]  
KAERCHER, GUSTAV WILHELM, with aliases: William Kaercher, Gustav William  
Kaercher, Otto.

[REDACTED]  
[REDACTED]  
KLEIN, JOSEF AUGUST, with aliases: Joseph August Klein, Joe Klein.  
KLEISS, HARTWIG RICHARD, with aliases: Herman Hartwig Kleiss, Hardt, Hard,  
Jimmy Hard, Richard Herman, H. Herman.

[REDACTED]  
KOL & COMPANY.

65-1819

(TITLE- Cont'd)

[REDACTED]  
KREUTZENSTEIN, FRED, with aliases: Heinrich Friedrich Kreutzenstein,  
Frederick Kreutzengstein, Fred Kreulsustein;

LANG, HERMANN W. with alias: Herman W. Lang;

LEWIS, EVELYN CLAYTON;

MATTHIESSEN, REV. DR. JOHN, with aliases: Reverend John Mathiessen,  
Pastor Matthiessen;

MEIER, HENRI SCHNEIDER;

[REDACTED]  
REUPER, CARL ALFRED, with aliases: Karl Reuper, Kar Reuper, Karl Reupert,  
Humbert, Carl Fisher, Charles Reuper;

RITTER, HANS WALTER, with aliases: Hans Walter Von Ritter, Hans Ritter,  
H. W. Renken;

RITTER, NIKOLAUS ADOLF FRITZ, with aliases: Nikolaus Adolf Fritz Von Ritter,  
Nicolaus Adolf Fritz Von Ritter, Nicolaus Adolf Fritz Ritter,  
Frank Harris, Fred Harris, Dr. Leonhardt, Nikolaus, Nikki,  
Rantzen, Dr. Renken;

ROEDER, EVERETT WINSTER, with aliases: Carr, "Ed" Roeder, Price;

ROTHER, MARIA, with aliases: Marie Rother, Marie Rothar, Maria Rothar,  
Mrs. Erich Rother, Maria Kubatski;

SCHADE, MARTIN LUDWIG FERDINAND;

SCHOLZ, PAUL ALFRED WERNER, with aliases: Paul Scholz, Paul Schults;

SCHUH, GEORGE GOTTLIEB, with aliases: Georg Schuh, George Schuh, Ottomar  
Ischledrich;

65-1819

108599

(TITLE- Cont'd)

[REDACTED]

[REDACTED]

SIEGEL, ERIC WILSON, with aliases: Metzger, Erwin Siegler, Irwin Siegler, Eugen;

SOHN, FREDERICH, alias Fritz Sohn;

SORAU, HEINRICH, with aliases: Heinrich Hurs, Rheinhardt, Rhinehardt, Herman Sandel, Sandell, Sanden, Sander, Sanders, Hugo Sebald, Dr. Hugo Sebald, Henry Sorau, Sornau, Dr. Hugo Stein, Heinrich Saus;

STABLER, OSCAR RICHARD;

STADE, HEINRICH KARL EMIL, with aliases: Heims Stade, Siegfried, Fritz Meyer, Fritz Meier, Henry Stade;

[REDACTED]

STEIN, LILLY BARBARA CAROLA, with aliases: Mademoiselle Corina, Mame Kovacs, Carola Stein, Lilly C. Stein, Lillian Stein, Lilly Stone, Karola Stein, Lilly Karola Stein, Erica Irngard Sandel;

STIGLER, FRANZ JOSEF, alias Franz Joseph Stigler, Aufzug, Franz Stigler, Frank Stigler;

[REDACTED]

STRUNK, ERICH, with aliases: Fritz Knoke, Erich Strunk;

[REDACTED]

[REDACTED]

VON KESSENHARDT, BARON JOHN HEINZ, with aliases: Baron Von Eysenhardt, John Wilhelm Heinrich Eysenhardt, John Heinz Eysenhardt, Baron J. H. Von Eysenhardt, Wilhelm Eysenhardt, Baron John H. Von Eysenhardt, Sanchez;

VON GONTARD, ADALBERT, with aliases: Ed Von Gontard, Edi Gontard;

VON WEDDER, CAPTAIN, alias Captain K...

[REDACTED]

WALLEN, LEO;

WALISZOWSKI, ADOLF HENRY AUGUST, with aliases: Waschlefsky, Kowalsky, Waschlefsky;

WANG TRAVEL SERVICE, C. S., with aliases: [REDACTED]

[REDACTED]

65-1819

108600

(TITLE- Cont'd)

67C [REDACTED]

WEUSTENFELD, EISE, with aliases: Elise Blossman, Mrs. Hans Ritter,  
Elise Westenfeld, Miss Elsie Blossman, Elise Blossmann;  
WHEELER-HILL, AXEL, with aliases: Alex, A. Neeland, Holder, Holden, Wille;

[REDACTED]

WILKINSON, PAUL HOWARD, with aliases: Paul Howard Wilkinson, Wilkinson;  
ZENZINGER, BERTRAM WOLFGANG, with aliases: Wandtner, B. Zenzinger;

[REDACTED]



A BRIEF NARRATIVE OF DEVELOPMENTS.

During February 1939 WILLIAM SEBOLD, a naturalized American citizen, left the United States and returned to his parents' home in Germany, hoping to thereby improve his health which had been failing.

Upon arrival in Germany, SEBOLD was contacted by a plain-clothes officer who briefly questioned him about his occupational activities in the United States, particularly with relation to his employment in airplane factories. This man took down his German address.

About July 1939 SEBOLD was contacted by a man using the name of DR. GASSNER, who, after the use of threats, induced him to consider returning to the United States as a German espionage agent. SEBOLD went to the United States Consulate at Cologne, Germany, and told them about his difficulty, and advised them that he would go through with the German request in order to get safely out of Germany but desired to be met in the United States upon arrival by a Government representative, to whom he would give all the information he then had.

Subsequently and before leaving Germany he was sent to Hamburg, where he received training in various methods of concealing and transmitting information, such as making microphotographs of documents, encoding messages, operating a telegraph key, etc.,

On the day of his departure from Hamburg, for the United States, which was about January 26, 1940, he was given the following names and addresses: COLONEL FRITZ DUQUESNE, HERMAN LANG, LILLY STEIN, and EVERETT ROEDER, who he was instructed to contact after arriving in New York. He was also given a separate microphotograph for DUQUESNE, STEIN and ROEDER containing lists of information that they were to obtain and forward to Germany. He also was given a set of microphotographs for himself on which there was set out instructions which he was to follow and information which he was to develop.

He was also given one thousand dollars, five hundred dollars of which was for himself and five hundred dollars to be paid to ROEDER. LANG was merely to be met, and a verbal message delivered, to him.

After arriving in the United States SEBOLD was to contact some amateur radio operator and get him to instruct him in radio transmission and if possible, induce this operator to transmit messages for him or he himself was to buy and set up a radio transmission set for transmitting messages to and receiving messages from Germany.

He was also provided with a mailing address in China, in South America and in Portugal, to which he was to address his communications which were intended for Germany.

He was told to join the National Guard in the United States, if possible, in order to learn about the latest military equipment. He was told that Germany already had the bomb sight.

He sailed from Genoa, Italy and arrived in the United States on February 8, 1940, and was met by an agent of the United States State Department and an agent of the Federal Bureau of Investigation. He accompanied them to the New York Bureau Office, told his story and agreed to cooperate with the Federal Bureau of Investigation and to carry on his activities as a German espionage agent.

Following the instructions given to him in Germany, he met DUQUESNE, LILLY STEIN, ROEDER and LANG, giving to each what he had for them. He continued to contact these people from time to time.

The Federal Bureau of Investigation constructed a short wave radio station on Long Island and Bureau agents were provided to operate it, and, following instructions given to SEBOLD in Germany, a contact was made with the German short wave radio station which used the call letters AOR on May 20, 1940 and the transmission of coded messages was started on May 22, 1940.

The German authorities then directed ERWIN SIEGLER, a butcher, on the S. S. "MANHATTAN", which was then plying between New York City and Genoa, Italy, to contact WILLIAM SEBOLD.

As a result of using the radio to transmit messages to Germany and the contacting of SIEGLER and others who were introduced to him, SEBOLD met or learned of many other men who were carrying on German espionage activities, practically all of whom were naturalized American citizens.

The employees on the steamships who were met or learned of usually acted in the capacity of couriers, some even collecting information and turning it over to SEBOLD for transmission to Germany by radio or by other couriers. Those agents who were not working on steamships collected information and turned it over to SEBOLD for transmission to Germany, either by radio or by courier.

188600

The German Government also sent money to SEBOLD either by courier or by cable or telegraphic transfer of funds which he was instructed to pay his own expenses and from time to time pay other agents. These same means were used to pay various of the espionage agents.

The German Government requested from time to time, either by radio or communication, various types of information, which requests SEBOLD was also instructed to give to the other agents who were contacting him. Some of the information requested included the number of airplanes manufactured, information on new developments in anti-aircraft guns, on the construction and methods of protecting United States shipyards, the methods of training and the number of men being trained in the Air Corps, as well as the amount of military equipment being transferred from the United States to England, information concerning the sailings and arrivals of foreign and United States ships in United States harbors, etc.

The information developed as a result of these requests by the various espionage agents and by SEBOLD himself, when turned over to SEBOLD or before being sent by him to Germany, either in the form of radio messages or by courier, was passed upon by representatives of the War Department, the Navy Department and the Federal Bureau of Investigation. After having been sanctioned for transmission, the information was either coded for radio transmission or microphotographs were made of it, or in some cases the original documents or material was sent to Germany, either by couriers on steamships, by a courier on a Clipper or by mail. In some instances the same information would be sent by all of the various methods.

In December of 1940 SEBOLD rented and opened an office in Room 627, 152 West 42nd Street, New York City, under the guise of operating as a Diesel Engineer. The Bureau rented adjacent offices, #628-629. A large number of meetings between SEBOLD and various German espionage agents have taken place in his office. By use of an X-ray mirror, moving pictures have been taken of those meetings and photographs made of the documents turned over. Also, by the use of a microphone the conversations have been monitored and recordings made thereof.

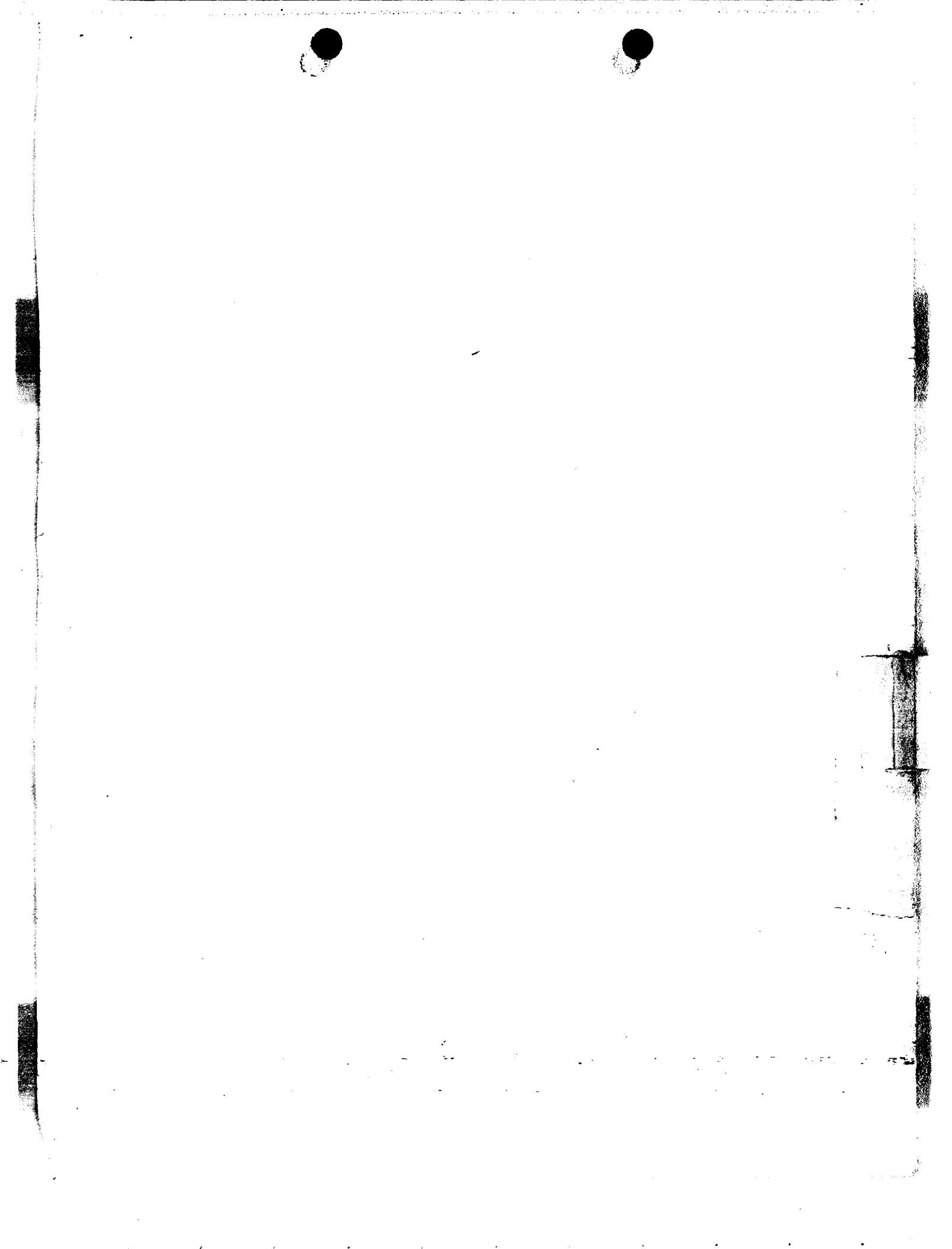
Bureau agents have witnessed one or more meetings between WILLIAM SEBOLD and the other espionage agents which he has contacted, with the exception of ALFRED BROKHOFF, who he recently met for the first time and who then turned over to him material for transmission to Germany.

As of June 20, 1941, two hundred and ninety six (296) radio messages have been sent through the Bureau radio station to Germany and one hundred and sixty five (165) messages have been received. The names of thirty of the listed subjects have been mentioned in one or more of these messages, indicating knowledge on the part of the German authorities with respect to these particular subjects.

65-1819

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On about January 1, 1941 the Bureau radio station, through instructions from Germany, commenced operating as a relay station for messages from a station using the call letters of GBO located in Mexico and the German radio station AOR. From breaking the code used in these messages and decoding certain of the messages received for relay certain known espionage agents operating in Mexico and from Mexico into the United States have been identified as connected with the same espionage organization.



65-1819

ANZIEGER  
(Also referred to as A. GERHOFF)

c/o Adr. H. Peters  
Commandit Gesellschaft  
Hamburg 8  
Stoeckelhoern 11, Germany

---

ANZIEGER is said to be in charge of the Marine Division of the German Espionage System and has been active in enlisting the services of seamen for the purpose of obtaining information and acting as couriers for the German Espionage Service. Communications concerning naval and merchant marine information are addressed to ANZIEGER by the various espionage agents who are working in the Marine Division in the United States.

CAPTAIN ALFRED BAYER

Germany

---

There are indications that BAYER has been an associate of Subject DUQUESNE. It is believed that BAYER has returned to Germany. While in the United States he was a member of the German Aviation Club, which organization has been described by DUQUESNE as having been organized solely for espionage purposes. In a radio communication between the Bureau radio station and the German station AOR, BAYER was referred to as a reference for Subject HERMAN LANG.

b7c

[REDACTED]

[REDACTED]

---

This is a mail drop address which was furnished to WILLIAM

65-1819

b7c SEBOLD in Germany for the purpose of sending communications to Germany. [REDACTED] is said to be a [REDACTED] Communications have been sent through this address to Germany.

[REDACTED]  
(Whereabouts unknown.)

In a radio communication from the German station AOR to the Bureau station at Centerport, Long Island, [REDACTED] was mentioned, with one [REDACTED] as being dependable. This radio message was for the information of the Subject PAUL FEHSE. [REDACTED] are said to be two men coming to the United States from Germany for the purpose of engaging in espionage activities. It has not been possible to ascertain the whereabouts nor to identify [REDACTED] up to the present time.

JOHN GARRETT BEVELANDER

c/o SS ALCOA PROSPECTOR  
17 Battery Place  
New York, New York  
40 Monroe Street  
New York, New York

BEVELANDER, who is an American citizen born in the United States, is a very close friend of the Subject CONRADIN OTTO DOLD. From investigations conducted in this case, it is believed that BEVELANDER is familiar with DOLD's activities as a German espionage agent, and the possibility also exists that BEVELANDER might also be engaged in espionage activities, although no definite evidence of this has been developed up to the present time.

65-1819

b7C  
b7D Through a confidential source, it was ascertained that one [REDACTED] communicated with DOLD and mentioned one "B." (believed to be BEVELANDER), with whom DOLD had made [REDACTED] acquainted in Genoa, Italy. This communication requested DOLD to induce "B." to make a report as soon as he is in a position to do so, and requested DOLD to furnish "B." [REDACTED] new address in [REDACTED]

MAX BLANK

449 Audubon Avenue  
New York, New York  
Apartment 4G

MAX BLANK first appeared in this investigation when he was brought to SEBOLD's office in the Newsweek Building, New York City, on March 21, 1941, by Subject PAUL FEHSE. BLANK indicated that he has been engaged in espionage activities in the United States since 1936. BLANK, in his conversation with SEBOLD, referred to the following individuals as being contacts:

b7C Oscar J. Stabler (barber on SS EXCAMBION)  
[REDACTED]  
Paul Wilkinsen

b7C [REDACTED]  
[REDACTED]

The name of [REDACTED] was furnished to WILLIAM SEBOLD by Subject ERWIN SIEGLER as a mail drop used by Subject HEINRICH CLAUSING in forwarding communications to Germany.



65-1819

ALFRED E. BROKHOFF

326 - 60th Street  
West New York, New Jersey

On June 26, 1940, during the course of a surveillance by Bureau Agents of FRANZ JOSEPH STIGLER, it was observed that he was joined by an individual later identified as ALFRED E. BROKHOFF. BROKHOFF has been observed on numerous occasions since that time in the company of STIGLER and FEHSE. Recently BROKHOFF has met WILLIAM SEBOLD. In a number of conversations between SEBOLD, FEHSE and STIGLER BROKHOFF has been mentioned and STIGLER has referred to BROKHOFF as furnishing FEHSE with most of the shipping information which FEHSE turns over to SEBOLD for transmittal to Germany. It is noted that BROKHOFF is in a good position to obtain information in New York Harbor, since he is employed by the United States Lines at the New York City piers of that company.

[REDACTED]  
(Also known as [REDACTED])  
[REDACTED]

b7c

This woman was mentioned in a radio message from the German station AOR to the Bureau station at Centerport, Long Island, as being a possible contact for espionage activities. This message instructed DUQUESNE to contact the [REDACTED] to determine whether she would be suitable for espionage work. From the investigation conducted in this case, there have been no indications that DUQUESNE has contacted the [REDACTED]

[REDACTED]  
Rome, Italy

HEINRICH CLAUSING, in a conversation with SEBOLD in SEBOLD's

65-1819

office, advised that his mail drop in South America is [REDACTED] through whom he forwards his communications to Germany by Italian Airlines, to [REDACTED] is undoubtedly a mail drop for the German Espionage System. b7C

HEINRICH CLAUSING

64 Hudson Street  
Hoboken, New Jersey

---

CLAUSING is presently employed as a vegetable cook on the SS ARGENTINA, of the Moore-McCormack Lines, Pier 32, North River, New York City. On August 7, 1940, SIEGLER stated to SEBOLD that he had seen "HENRY" the day before, but that HENRY had failed to bring cameras from South America. SIEGLER at this time identified HENRY as being HEINRICH CLAUSING, who had sent information to Germany as "CARLOS". On the night of March 12, 1941, CLAUSING met SEBOLD in SEBOLD's office in the Newsweek Building, New York City, and furnished SEBOLD with the name of a mail drop in South America for the purpose of forwarding information to Germany via Italian Airlines to a mail drop in Rome, Italy. On March 17, 1941, a radio message was sent from the Bureau's radio station at Centerport, Long Island, to the German station AOR, which stated that SEBOLD was sending information to Germany through CLAUSING.

JOSEPHINE DE ANGELES

201 West 54th Street, Apt. 2A  
New York, New York

Business address --  
Josephine Millinery  
823 - 7th Avenue  
New York, New York

---

JOSEPHINE DE ANGELES is said to be a friend of DUQUESNE and is alleged to have sent letters and other material, including a

65-1819

gas mask to Germany for DUQUESNE, via Cantania, Sicily. It is believed that DE ANGELES sent these communications and material by means of the Italian boats between New York City and Italy prior to the time Italy entered into the war.

[REDACTED] b7C  
[REDACTED]  
[REDACTED] was mentioned by FEHSE to WILLIAM SEBOLD in a conversation in SEBOLD's office in the Newsweek Building, New York City, on February 19, 1941. FEHSE described [REDACTED] as an individual who had been suggested by the German authorities for use as a possible radio operator. FEHSE, in his conversation, did not indicate that [REDACTED] had been approached, nor that he is working for the German Espionage System.

[REDACTED] (Also known as [REDACTED]) b7C  
[REDACTED]  
[REDACTED] was first referred to in this investigation under the alias of [REDACTED] in a radio message from station AOR in Germany to the Bureau station at Centerport, Long Island, as the person who would [REDACTED] ERWIN SIEGLER in Lisbon, Portugal, for the purpose of [REDACTED] to the United States to be paid to German espionage agents. [REDACTED] is apparently one of the principal German espionage representatives in Lisbon, Portugal, and receives and transmits espionage communications and materials to and from Germany. There are also indications that he is engaged in enlisting personnel for the German Espionage System.

65-1819

CONRADIN OTTO DOLD

SS SIBONEY  
American Export Lines  
Pier "F"  
Jersey City, New Jersey

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DOLD was first mentioned in this investigation as an individual who would carry messages to Germany for SEBOLD. He was referred to by ERWIN SIEGLER. DOLD has carried espionage material from New York to Lisbon, Portugal, for SEBOLD. PAUL FEHSE mentioned to SEBOLD that DOLD had brought a letter over from Portugal for him and has also delivered seven letters from Portugal to the German Consulate in New York City. DOLD has contacted SEBOLD on a number of occasions and has been in SEBOLD's office in the Newsweek Building, New York City. DOLD has been referred to in radio messages between German station AOR and the Bureau station in Centerport, Long Island, as "DOLLI".

RALPH CONOVER DOOLEY

United States Lines  
New York, New York

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DOOLEY was former Executive Officer on the SS WASHINGTON and the SS MANHATTAN of the United States Lines. The German authorities in a radio message from German station AOR to the Bureau station at Centerport, Long Island, requested SEBOLD to obtain information about DOOLEY from ERWIN SIEGLER. SIEGLER furnished this information to SEBOLD and it was transmitted to German station AOR.

ALBRECHT DOUGLAS

(See Dr. DOUGLAS SAUERMAN)

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65-1819

[REDACTED]  
Germany

b7C  
When MAX BLANK first appeared at the office of WILLIAM SEBOLD, Newsweek Building, New York City, on March 21, 1941, he stated that he had been engaged in espionage activities since 1936 and that he was introduced by [REDACTED] to [REDACTED] the SS BREMEN, Hamburg-American Lines. BLANK indicated that he handles his espionage communications with Germany through [REDACTED]

FREDERICK JOUBERT DUQUESNE

24 West 76th Street  
New York, New York

WILLIAM SEBOLD was instructed in Germany to contact DUQUESNE upon his arrival in the United States and deliver certain instructions and microphotographs to him. It was indicated to SEBOLD in Germany that he was to work under the direction of DUQUESNE; that DUQUESNE has received a great deal of publicity in the past as a German espionage agent and he is supposed to have been engaged in espionage and sabotage activities since the time of the Boer War in South Africa. During the last World War, DUQUESNE was arrested for murder in connection with the blowing up of English ships and was held at the Bellevue Hospital Prison Ward pending extradition to England, from which place he escaped. He was subsequently located in New York City by the New York Police a number of years afterwards, but the English authorities at that time did not desire to remove him to England for the murder charge.

DUQUESNE has been in contact with SEBOLD and is engaged in espionage activities. DUQUESNE undoubtedly has been active as a German espionage agent for a number of years and he appears to have contacted

65-1819

at times in the past various German espionage agents who are presently in Germany, such as NICHOLAS RITTER, ALFRED BAYER [REDACTED] b7C

RICHARD EICHENLAUB

162 East 85th Street  
New York, New York

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EICHENLAUB is the proprietor of THE LITTLE CASINO restaurant, 206 East 85th Street, New York, New York, and was introduced to PAUL FEHSE by GEORG SCHUH. FEHSE stated to SEBOLD that EICHENLAUB had contacts who were in possession of a radio transmitter which was used for espionage work.

[REDACTED]

[REDACTED]

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EDMUND HEINE was observed mailing in Detroit a communication addressed to [REDACTED]. It is believed that [REDACTED] is a mail drop for the German Espionage System.

HEINRICH CARL EIDERS

441 East 76th Street  
New York, New York

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EIDERS is the librarian on the SS AMERICA, of the United States Lines. It is believed that he is a courier for the German Espionage System and was probably active in this capacity at the time the United States Lines boats were operating between Europe and the

65-1819

United States. Subject EDMUND HEINE, of Detroit, addressed a package, which contained technical information, to EILERS with the request that it be forwarded. It is noted that HEINE used the address of LILLY STEIN as a return address on this package, indicating that, in the event the package was not delivered to EILERS, LILLY STEIN should see to it that it was properly transmitted.

PAUL FEHSE

b7c PAUL FEHSE is presently incarcerated in the United States Penitentiary at Atlanta, Georgia, where he is serving a sentence of a year and a day, having pled "guilty" to a violation of the Federal Registration Act on April 1, 1941. FEHSE was returning to Germany at the time he was questioned concerning his activities by Bureau Agents, and he admitted writing a number of letters to Germany concerning the movements of English ships in New York Harbor. In questioning him it was not indicated that the Bureau was aware of his espionage activities and he is of the belief that the only information in the possession of the Bureau concerning his activities in mailing letters to Germany has to do with a letter which he mailed to [REDACTED] on April 19, 1940, which letter came to the attention of the Post Office authorities since it did not carry a stamp and was turned over to the Bureau by the Post Office authorities because of its contents.

SIEGLER and STIGLER, in a conversation with SEBOLD, stated that FEHSE was head of the Marine Division of the German Espionage System in the United States. SIEGLER and STIGLER introduced FEHSE to SEBOLD. FEHSE has been furnishing a great deal of information to SEBOLD for transmission to Germany. This information principally concerned the movement of English ships in New York Harbor. FEHSE has been a frequent caller at SEBOLD's office in the Newsweek Building, New York City, and has been mentioned frequently in radio communications between the Bureau radio station at Centerport, Long Island, and German station AOR.

65-1819

b7C  
[REDACTED]  
[REDACTED]  
[REDACTED] was mentioned by PAUL FEHSE to SEBOLD as being in a position to obtain information at Hoboken, New Jersey, concerning the movement of ships in New York Harbor. FEHSE indicated that [REDACTED] had been furnishing him with information.

b7C  
[REDACTED]  
[REDACTED]  
It is believed that [REDACTED] was the contact for the German espionage agents who are employed on the United States Lines ships and he was the contact in Genoa, Italy, prior to the time Italy entered the war. It is noted that Genoa, Italy, was a port of call of the United States Lines ships.

There are indications that [REDACTED] communicated with CONRADIN OTTO DOLD, indicating that he was leaving Genoa, Italy, and was assigned to a new territory in Vienna.

b7C  
[REDACTED]  
(Reported to be in England)

An individual referred to by MEZENEN as [REDACTED] in a conversation with WILLIAM SEBOLD on September 25, 1940, is supposed to be, according to MEZENEN, engaged as a German spy in England. This



65-1819

b7C individual, according to MEZENEN, introduced MEZENEN to [REDACTED] in Lisbon, Portugal.

[REDACTED]  
(Reported to be in Lisbon, Portugal)

b7C On September 25, 1940, MEZENEN mentioned to WILLIAM SEBOLD that an individual known as [REDACTED] is an associate of [REDACTED] in Lisbon, Portugal, and is engaged in handling [REDACTED] propaganda.

DR. GASSNER

Hamburg, Germany

Dr. GASSNER was one of the first officials of the German Espionage System to contact WILLIAM SEBOLD in Germany and, through implied threats, forced SEBOLD to agree to come to the United States to act as a German espionage agent.

[REDACTED]  
Hamburg, Germany

b7C [REDACTED] is said to be [REDACTED] ANZIEGER, according to FRANZ STIGLER. STIGLER indicated that [REDACTED] the Marine Division of the German Espionage System and has been in the United States in the past but is presently in Germany.

65-1819

[REDACTED]

Mexico

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b7C

The German radio station sent a message to the Bureau station at Centerport, Long Island, that the Bureau station would be contacted by a radio station using the call letters "GBO" and referred to the [REDACTED] station GBO as [REDACTED]. Messages from station GBO to station AOR and from AOR to station GBO have been transmitted by the Bureau station at Centerport, Long Island. One of the messages from station GBO to station AOR was signed, [REDACTED] (Since it has been possible to decode some of the messages to and from GBO and through bearings taken by the F.C.C., it is known that station GBO is located in Mexico, either in the vicinity of Mexico City or Vera Cruz.)

[REDACTED]

Mexico City, Mexico

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b7C

A radio message was received from the German station AOR to the Bureau station at Centerport, Long Island, stating that \$5,000. would be sent to SEBOLD from Mexico [REDACTED]. Through prior arrangements, this money was credited to SEBOLD's account in a New York City bank and the telegram transmitting this money was from the Banco De Mexico, S.A. Mexico D.F., directing that \$5,000. be credited to the account of WILLIAM SEBOLD [REDACTED].

b7C

[REDACTED]

[REDACTED]

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MAX BLANK, in a conversation with WILLIAM SEBOLD in SEBOLD's office in the Newsweek Building, New York City, referred to [REDACTED]

65-1819

67C  
as a person acquainted with spy work. [REDACTED] has been a contact of FRED KREUTZENSTEIN, a Brazilian newspaper correspondent of German nativity who has been in New York and who has just recently returned to Brazil. KREUTZENSTEIN was referred to by the German authorities as a possible espionage recruit. KREUTZENSTEIN has been the subject of a separate investigation by the Bureau for violation of the Registration Act. [REDACTED] is also a subject in a Registration Act case being investigated by the Bureau in New York City.

GUSTAVE GRUTGEN

67C  
[REDACTED]

GRUTGEN is employed as Chief Steward on the SS MANHATTAN, of the United States Lines. As a result of the investigation conducted into the activities of EDMUND C. HEINE, it was learned that HEINE had been in communication with GRUTGEN concerning the delivery of a package for HEINE in Europe. It is believed that GRUTGEN has been active as a courier for the German Espionage System at the time the United States Lines boats were making the European run with Genoa, Italy, as a port of call. Confidential information has been received from a confidential source that GRUTGEN was met each time his boat arrived in New York City from Europe [REDACTED]

67C  
67D

GEORG GUT

Hamburg, Germany

GEORG GUT lives at the Klopstock Pension in Hamburg, Germany, which is operated by his wife and which is apparently a headquarters for

65-1819

the individuals attending the German Espionage School in Hamburg. WILLIAM SEBOLD lived at the Klopstock Pension in Hamburg at the time he was attending the German Espionage School in Hamburg.

MRS. GEORG GUT

Hamburg, Germany

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Mrs. GUT operates and lives at the Klopstock Pension in Hamburg, Germany, which is a living place for the individuals attending the German Espionage School in Hamburg. She evidently acts as a go-between for the individuals living at her boarding house and the officials of the German Espionage School at Hamburg, such as HUGO SEBOLD, Dr. RENKEN, and other individuals with whom WILLIAM SEBOLD came in contact at the time he was attending this school. WILLIAM SEBOLD states that while he was living at the Klopstock Pension, Mrs. GUT seemed to be cognizant of his activities and the activities of the other individuals who were also living at this address. In accordance with instructions received from the German authorities, SEBOLD, after arriving in the United States, sent a cable to HUGO SEBOLD in care of the Klopstock Pension, in which SEBOLD advised that everything was satisfactory.

[REDACTED]

(Believed to be in Germany)

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b7c [REDACTED] is a name mentioned by LILLY STEIN in a conversation she had with ELSE REUSTENFELD. STEIN indicated that [REDACTED] is an individual known to her as being active in the German Espionage System in Germany.

65-1819

b7C

[REDACTED]

[REDACTED]

In a conversation with WILLIAM SEBOLD, EVERETT ROEDER first referred to this individual, advising that when [REDACTED] took a vacation trip to Germany he, ROEDER, wrote to the German authorities suggesting that they consider [REDACTED] as a prospect for a German espionage agent in the United States. [REDACTED] was arrested in Germany and efforts were made to induce him to become a German espionage agent upon his return to the United States. ROEDER stated that [REDACTED] refused to become a spy, principally because of [REDACTED]

EDMUND CARL HEINE

20 Poplar Park Avenue  
Pleasant Ridge, Mich

HEINE first came to the attention of the Bureau in this investigation as a result of letters which were received by LILLY STEIN signed, "HEINRICH", bearing the postmark, Detroit, Michigan. STEIN told WILLIAM SEBOLD that she did not know the identity of the sender of these letters but that they were undoubtedly intended for transmittal to Germany. She turned over a number of these letters to SEBOLD so that he could forward them to Germany for her. These letters contained information concerning developments in the airplane industry along national defense lines. HEINE has been identified as the writer of these letters.

65-1819

W. HETHEY

Van Breestraat 156  
Amsterdam, Holland

A cable order transmitting \$200. through the Hollandsche Bank-Unie, N.V., Kantoor, Amsterdam, to The Chase National Bank of New York City, to the order of LILLY STEIN, carried the name W. HETHEY with the above address as the purchaser of this cable order. This was a payment to STEIN for her espionage activities.

b7C  
[REDACTED]  
[REDACTED]  
DUQUESNE told WILLIAM SEBOLD that he knew [REDACTED] and would endeavor to find out if he was still engaged in espionage activities. It is also noted that HANS RITTER had this name in his possession. [REDACTED] is supposed to be a [REDACTED] of the German Aviation Club, New York City.

b7C  
[REDACTED]  
(Believed to be an alias of [REDACTED])  
[REDACTED]

A radio message from the German station AOR to the Bureau station at Centerport, Long Island, for the information of PAUL FEESE, stated that [REDACTED] was dependable. FRANZ STIGER, in a conversation with WILLIAM SEBOLD, when discussing new German espionage agents, indicated that [REDACTED] are identical. As the result of

65-1819

b7c investigation, it has been determined that mail received from [redacted] from [redacted] in Hamburg, Germany, is probably from [redacted] STIGLER stated that [redacted] in the United States through an indiscretion [redacted] in divulging that he was operating for Germany. [redacted] is presently believed to be living in care of [redacted]

CAPTAIN RUDOLPH A. JAHN

(Believed to be in Germany)

Captain JAHN first came into this investigation when he was referred to by DUQUESNE as being connected with the LUFTHANSA and also a member of the German Flight Club. DUQUESNE stated that he used to know Captain JAHN and that the German Flight Club was organized to gather espionage information. DUQUESNE stated that he intends to look up Captain JAHN.

The files of the Bureau reflect that a Captain RUDOLPH A. JAHN in New York in 1938 was the official representative of the LUFTHANSA AIR LINES SERVICE between Germany and the United States. It was also reported that he returned to Germany when this plan fell through. He is also reported to be GOERING's confidential man for aviation espionage and for this purpose he was called back to Germany.

FELIX JAHNKE

563 Cauldwell Avenue, Apt. F-6  
Bronx, New York, New York

JAHNKE was referred to by JOSEF AUGUST KIEIN as a German agent and an expert code man. It is noted that KIEIN constructed a radio transmitting and receiving set for JAHNKE and AXEL WHEELER-HILL.

65-1819

As a result of investigation, JAHNKE has been observed on the docks at New York City checking the arrival and departure of English ships. He apparently desired to gather information of this type for the purpose of forwarding it to Germany. JAHNKE is also known to be an associate of PAUL AL W. SCHOLZ and AXEL WHEELER-HILL, the latter living with JAHNKE. Through investigation, it has been determined that JAHNKE and WHEELER-HILL have endeavored to use the radio transmitter built for them by KLEIN, for the purpose of sending coded messages.

b7c

[REDACTED]  
(Location unknown)

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[REDACTED] is a name which was mentioned in a conversation between LILLY STEIN and ELSE WEUSTENFELD.

The nature of this conversation indicated that possibly [REDACTED] might be engaged in espionage activities as a German agent in the United States.



65-1819

b7C

[REDACTED]

EDMUND HEINE mailed a letter to this address and this letter is believed to concern espionage information. [REDACTED] is probably a mail drop for the German espionage system.

[REDACTED]

New York City

b7C

ERWIN SIEGLER mentioned to WILLIAM SEBOLD that [REDACTED] (phonetic), a man employed on a boat on the [REDACTED] for PAUL FEHSE, but was active only [REDACTED] days getting information on boats. Siegler stated that [REDACTED] stopped working because he was being followed. It is believed that the individual referred to by Siegler is probably identical with [REDACTED]

65-1819

JOSEF AUGUST KLEIN  
227 East 126th Street  
New York, N.Y.

KLEIN constructed a portable transmitting and receiving radio set at his residence for AXEL WHEELER-HILL and FELIX JAHNKE. Klein indicated at the time he was building this set that it was to be used illegally in this country by German espionage agents. It is believed that the arrangements for the building of this set were made by PAUL SCHOLZ and he probably put Wheeler-Hill and Jahnke in touch with Klein.

HARTWIG KLEISS  
130 East 94th Street,  
New York, N.Y.

He is presently employed as Chef aboard the S.S. AMERICA. He was first mentioned in this case by STIGLER, who stated that he was a member of the German Espionage Marine Division, and that he would take messages across for transmittal to Germany. He has furnished general information to WILLIAM SEBOLD by Stigler, Fehse, Strunck, and personally. He has contacted Sebold and has visited his office. He has been mentioned in communications with Germany. It is not known that he has received payment for his services.

b7c [REDACTED]

He was mentioned in a conversation between ELSE WEUSTEN-FELD and LILLY STEIN as being one of the members of the German espionage system in Germany with whom Stein is acquainted. His whereabouts is not known but he is thought to be in Germany.

FREDERICK KREUTZENSTEIN

b7c Investigation by the Federal Bureau of Investigation indicates this individual left the United States about three weeks ago for Brazil via Mexico; that he passed through Laredo, Texas, and was travelling by motorcycle. He was the subject of a Bureau investigation in the case of [REDACTED] TRANSOCEAN NEWS SERVICE; REGISTRATION ACT. He was made a subject in this case because his name was mentioned in Radio Message No. 62, received from Germany, which requested FREDERICK DUQUESNE to contact him as he was O.K.

65-1819

HERMAN LANG  
74-36 64th Place,  
Glendale, L.I.

He entered the case from the inception as WILLIAM SEBOLD brought a message to him from Germany that he should return there. He has furnished information to the German authorities as to the NORDEN BOMB SIGHT, furnishing it to them when he was in Germany on a trip in 1938. Lang has been in contact with WILLIAM SEBOLD, both at his home, and at Sebold's office on 42nd Street, New York City. Lang has been mentioned in several radio messages, and has also been mentioned in letters to Germany. The German authorities state that they have deposited \$3,000 to his credit in a German bank.

EVELYN CLAYTON LEWIS  
24 West 76th Street  
New York, N.Y.

LEWIS enters the Conspiracy as a very intimate contact of FREDERICK JOUBERT DUQUESNE who lives with her. She has done some typing of espionage materials for Duquesne. She has never contacted WILLIAM SEBOLD, has never been mentioned in any communication with Germany, and so far as is known, has never received any money from the German authorities. Conversations overheard show Lewis has knowledge of Duquesne's espionage activities.

REV. DR. JOHN MATHIESEN  
316 Hamilton Avenue,  
Trenton, New Jersey.

His name was given to SEBOLD by PAUL FEHSE, who described MATHIESEN as very pro-Nazi and a messenger for SCHUH, although Mathiesen does not know or want to know for what purpose Schuh is using him. Mathiesen has never contacted Sebold, is not mentioned in any communication with Germany and, so far as is known, has not received any money from the German authorities.

MR. MEIER,  
Hamburg, Germany.

MEIER is a contact and paymaster for agents of the German Espionage System in Hamburg. He probably contacts couriers on boats arriving at European ports and transmits their communications and materials on to the German authorities.

65-1819

Lisbon, Portugal

Subject [REDACTED] requested RENE MEZENEN to leave any material Mezenen brought from America with [REDACTED] in [REDACTED] absence. [REDACTED] stated [REDACTED] was in the same business as [REDACTED]

RENE MEZENEN,  
36-40 Bowne Street,  
Flushing, L.I. N.Y.,  
Cambridge Court Apartments.

MEZENEN, flight steward on the trans-Atlantic clippers, entered the conspiracy when he met WILLIAM SEBOLD through FRANZ STIGLER, pursuant to instructions from [REDACTED]. Mezenen is active as a courier of espionage materials and messages and has reported the movements of ships. He has contacted SEBOLD at Sebold's office. Mezenen has been mentioned in letters and radio messages to and from Germany. He has received money from the German authorities.

This is one of the mail drop addresses furnished WILLIAM SEBOLD in Germany through whom to transmit communications to Germany. Communications have been sent through this address. [REDACTED]

[REDACTED] at said address. Use of said addresses was stopped by a radio message received from Germany on account of alleged American letter censor.

Hamburg, Germany.

[REDACTED] is presently in Germany. Subject LILLY STEIN received a letter from HEINRICH (SORAU) advising her that [REDACTED] would answer her mail to HEINRICH. STEIN exhibited to WILLIAM SEBOLD a letter received [REDACTED] referring to \$300. Stein also mentioned [REDACTED] in several conversations with SEBOLD.

65-1819

b7C

[REDACTED]

This individual is the [REDACTED] of FRIEDRICH KARL VON SCHLEBRUGGE, and the two are considered along with the most active German espionage agents operating in Mexico. Apartado (Post Office Box) #1006, Mexico D.F., rented under the name FRIEDRICH KARL is used by both of these men in receiving mail. [REDACTED] also uses the cable address VOLCO in Mexico City and all cables addressed as such are delivered to P.O. Box #1006.

On April 7, 1941, the radio station operated in connection with this case received a message from Station G.R.O. in Mexico for relay to ACR in Germany, in which it was stated that all mail for [REDACTED] should be sent to [REDACTED]

H. PETERS  
 Commandit Gesellschaft  
 Stoeckelhoern 11,  
Hamburg, Germany.

Said to be the mail drop in Hamburg to which communications for the Marine Division of the German Espionage system are sent for delivery to ANZIEGER alias Adolf Gerhoff.

b7C

[REDACTED]

Mail drop to which PAUL FENSE sent information on [REDACTED] for transmittal to Germany.

b7C

[REDACTED]  
Lisbon, Portugal.

This name appears in a cablegram from the CREDIT FRANCO-PORTUGAIS, Lisbon, to the CHASE NATIONAL BANK in New York directing \$200 be paid to LILLY STEIN and to advise her that \$300 would follow.

b7C

[REDACTED]  
Lisbon, Portugal

[REDACTED] who [REDACTED] claimed was taking over his Espionage activities. He enlisted RENE MEZENEN into the Espionage System.

65-1819

CARL REUPER  
9062 Palisades Avenue  
Hudson Heights, N.J.

REUPER was recommended to SEBOLD by FRANZ STIGLER as an espionage agent. He has obtained aviation information and sent it to Germany. He claims to have a radio contact and to have no need of Sebold's assistance. Reuper has contacted Sebold at his office and has stated he receives money from the German authorities for his services.

b7C [REDACTED]  
[REDACTED] has been mentioned as a [REDACTED] who could possibly be used for sending espionage information. There is no indication that [REDACTED] has ever been contacted, although Stigler states that he called at the hat shop [REDACTED] without approaching him concerning espionage activities.

HANS WALTER RITTER  
En route to Germany

HANS RITTER entered the case through his close contact with ELSE WEUSTENFELD. Hans Ritter is the brother of NIKOLAUS RITTER, one of the chiefs of the German espionage system in Hamburg. Hans Ritter has been reported as paymaster of the German espionage system in Mexico. He is a contact of FREDERICK DUQUESNE and LILLY STEIN. He left America on January 8, 1941 for Japan.

b7C  
b7D [REDACTED]  
Information from a confidential source in Mexico indicates that [REDACTED] is engaged in espionage activities, and is a close associate of [REDACTED] [REDACTED] is probably a contact of Hans Ritter.

NIKOLAUS ADOLF FRITZ RITTER  
Rottenbaum Schausse 135,  
Hamburg, Germany

One of the leaders in Hamburg of the German espionage service. As DR. RENKEN, he helped employ William Sebold as a German agent. He is a brother of Hans Ritter and is known to several other subjects under several aliases.

65-1819

EVERETT M. ROEDER  
210 Smith Street  
Merrick, Long Island, N.Y.

Roeder's name was given to William Sebold by HUGO SEBOLD in Germany. According to admissions by Roeder to Sebold, Roeder has been engaged in espionage activities since 1936. Roeder has obtained and forwarded to Germany a great deal of technical information pertaining largely to military aviation. Roeder has contacted William Sebold at his office. Roeder has been mentioned in radio communications with Germany and by letter. He has received money from the German authorities for his activities.

b7C

[REDACTED]

This name was mentioned in a radio message from Germany [REDACTED] over for WILLIAM SEBOLD. He is said to have been born in [REDACTED] and was travelling [REDACTED]. He did not [REDACTED]. There is the possibility that [REDACTED] is in fact [REDACTED] since [REDACTED] has been travelling on a [REDACTED] passport.

65-1819

b7C [REDACTED]  
He is a [REDACTED] whom, Germany advised in a radio message, Subject ROEDER should contact at the NIPPON CLUB, 161 West 93rd Street, New York City. He was met by Roeder and, after non-committal conversation, said he wished to see [REDACTED] at a later date. Germany subsequently advised Roeder should not contact [REDACTED] yet.

b7C [REDACTED]  
His name was given to WILLIAM SEBOLD by MAX BLANK as acquainted with spy work. He has not contacted William Sebold nor appeared at his office. He has not been mentioned in any letters passed between Sebold and Germany. However, Blank requested Sebold to ask Germany if he was O.K., indicating that he had contacted him previously in spy work. Germany subsequently advised Sebold via radio, "In no case may you expose yourself by new recruiting. Better hands off."

MARTIN SCHADE  
583 Riverside Drive, New York City  
c/o Neilson, or at 3311 Broadway  
New York City

He was questioned in the RUMRICH case and Everett Roeder has stated it was Schade who induced him to go to Germany in 1936 and become a spy.

PAUL AL W. SCHOLZ  
335 East 133rd Street  
Bronx, N.Y.

He was instrumental in assisting FELIX JAHNKE and AXEL WHEELER-HILL in obtaining a portable transmitting and receiving radio from JOSEF AUGUST KLEIN. KLEIN constructed this radio equipment and Scholz made arrangements for its delivery to Wheeler-Hill and Jahnke. Scholz is also known to be a close friend of CARL REUPER and is continually in contact with him.

RAYMOND RICHARD SCHNEIDER  
Last known address, Texas Grill,  
San Antonio, Texas

b7C Schneider is a German-born naturalized citizen of the United States who, with WILLIAM SCHREIBER, may be a courier for Subject VON SCHLEBRUGGE and [REDACTED]



65-1819

b7C [REDACTED]  
[REDACTED] whereabouts are not known. He was mentioned by WEUSTENFELD in conversation with STEIN as her "contact" and gave the impression that she contacted him concerning Stein's status with Germany.

WILLIAM SCHREIBER

b7C SCHREIBER is a German born naturalized citizen of the United States and prior to September, 1940, was employed as a waiter on the SS MEXICO of the Cuban mail service. Information indicates that he has contacted subjects VON SCHLEBRUGGE and [REDACTED] when in port at Vera Cruz, Mexico. At present he is working in Miller Garage in San Antonio, Texas.

GEORG SCHUH  
162 Maple Avenue, East Orange, N.J.

He first came to the attention of DUCASE when subject PAUL FEHSE informed WILLIAM SEBOLD that SCHUH was a German agent who sends his report direct to the Gestapo in Hamburg. SCHUH visited the office of SEBOLD on April 12, 1941, and had SEBOLD send a report by radio to Germany for him. FEHSE also advised that SCHUH was the author of other communications turned over to SEBOLD by FEHSE. He has not received any payment of moneys through SEBOLD.

b7C [REDACTED]  
He is believed to have formerly been [REDACTED] on the SS "Hansa" and to have taken material to and from Germany prior to the arrival of WILLIAM SEBOLD in this country. [REDACTED] referred to several times in communications is believed to be [REDACTED]. His present whereabouts are unknown, but he is believed to be in Germany. He is not known to WILLIAM SEBOLD. Subject ROEDER has stated that he used to meet [REDACTED]

b7C [REDACTED]  
This man is an active German espionage agent operating in Mexico City and a close associate of [REDACTED] and is known to have contacted KARL VON SCHLEBRUGGE. He also has received mail through [REDACTED] Mexico City.

65-1819

[REDACTED] b7C

Mail drop address furnished WILLIAM SEBOLD by Germany by means of a letter. Communications to Germany have been sent through this address.

[REDACTED]

b7C

He is presently employed [REDACTED] at the LAUSTON MONOTYPE MACHINE CO., 24th and Locust Streets, Philadelphia, Pa., assisting [REDACTED] is a known contact of FRANZ STIGLER and is believed to be one of the sources from which Stigler obtains part of his information to send to Germany.

ERWIN WILHELM SIEGLER,  
Chief Butcher, S.S. AMERICA

He has no known address on shore and resides on board the ship when it is in port. Siegler directed a letter to WILLIAM SEBOLD, resulting in their meeting on numerous occasions to carry on espionage activities. Siegler has principally served as a messenger for Sebold and other German agents, carrying information, materials and funds. He also engaged in recruiting new agents and in obtaining miscellaneous information for transmittal to Germany. He has contacted Sebold on numerous occasions and has visited his office. He has been mentioned in a number of communications with Germany. He stated he once received \$10 "for expenses" but claimed to have refused additional payment.

FRIEDRICH SOHN,  
Rheinpfalz, Germany

He returned to Germany in 1939. He came into the case by being mentioned in a radio message from Germany as being a person who would be known to Subject HERMAN LANG, who wanted some names of persons he knew radioed from Germany so that he would know that he was dealing with the right people. There is no information available indicating that SOHN has committed any overt acts, but he worked for the MANUFACTURERS MACHINE & TOOL CO., INC. and may have furnished Germany information as to the Norden bombsight. He has not been in contact with William Sebold and there is no information that he has been paid any money.

65-1819


HEINRICH SORAU  
Hamburg, Germany

He trained WILLIAM SEBOLD in espionage activities in Germany and gave him instructions and names of several espionage agents in the United States to contact. He is also the immediate superior of LILLY STEIN. Communications have been sent to and received from him.

  
Amsterdam, Holland

b7C  
 His name appears in a cablegram directed to the Irving Trust Company of New York from Kol & Company of Amsterdam, Holland, reading as follows:

"DEAR SIRs:

WE BEG TO HAND YOU ENCLOSED CHECK ON NEW YORK  
 FOR \$700 BY ORDER OF  AND FOR  
 ACCOUNT OF MR. E. M. ROEDER. KINDLY ACKNOWLEDGE  
 RECEIPT.

YOURS TRULY,  
 (Signature illegible) "

OSCAR RICHARD STABLER  
 20-41 Linden Street,  
Brooklyn, New York

STABLER has been mentioned on numerous occasions by confidential informants as being an espionage agent when he was employed as a barber aboard the S.S. "Excambien". He was arrested by the British authorities at Bermuda as an espionage suspect but was released. STABLER was mentioned by MAX BLANK as Blank's contact when he was actively engaged in espionage work. STABLER has committed no overt acts that we are aware of. STABLER has not contacted SEBOLD nor has he been mentioned in messages to Germany and has not as far as we know received any money.

65-1819

HEINZ STADE  
Apt. #53, 604 W. 140 St.,  
New York City.

This individual, who is a musician, was brought to WILLIAM SEBOLD's office on March 19, 1941 by PAUL FENSE. He said that he has good connections in the United States and wanted SEBOLD to secure his sister's name in Germany as a reference before he would have anything to do with him. Due to his recent appearance no information has been developed indicating definite espionage activity on his party.

b7C [REDACTED] Mrs. GEORG GUT, who operates the Klopstock Pension. This pension is the headquarters for German espionage agents [REDACTED] such as HUGO SEBOLD and Dr. RENKEN. WILLIAM SEBOLD lived at this pension when taking instructions prior to leaving for the United States, and [REDACTED] states that she appeared to know about the activities of the agents. This woman has not been mentioned in any communications between Germany and the United States. She is known to have received payment for the room and board of espionage agents residing at the Klopstock Pension - whether or not she is receiving pay for other activities is not known.

LILLY STEIN  
232 East 79 Street, Apt. 2-B,  
New York City.

She has been involved in the case from its inception since SEBOLD was furnished with microphotographs for delivery to STEIN when he was sent over to the United States by the German authorities. Stein has furnished SEBOLD with some miscellaneous information for transmission to Germany and has forwarded direct to Germany or through SEBOLD several letters containing technical information written by Subject EDMUND C. HEINE using the alias HEINRICH. She has been in contact with Sebold on several occasions but has never been in his office. She is mentioned on several occasions in communication with Germany, and has received money for her activities from the German authorities.

65-1819

FRANZ STIGLER  
23 West 70 Street,  
New York City

He is presently employed aboard the S.S. "America" as Chief Baker. He was introduced to WILLIAM SEBOLD by ERWIN SIEGLER. He has engaged in transmitting funds to SEBOLD, in recruiting new agents for espionage work, in carrying messages for PAUL FEHSE and other German agents, in furnishing information concerning the movements of ships and concerning other matters of interest to the German Government. He has contacted SEBOLD on a number of occasions, but has not visited his office. He is known to have had considerable amounts of money available for espionage activities, but is not definitely known to have received money for personal services. He has been mentioned in communications with Germany.

ERICH STRUNCK  
8017 Margaret Place,  
Ridgewood, Brooklyn, New York.

c/o S.S. "Siboney"  
Pier F, Jersey City, N.J.

ERWIN SIEGLER indicated that STRUNCK was a reliable trustworthy person employed by the American Export Lines who would carry messages and material for WILLIAM SEBOLD. STRUNCK has carried bulky material, as well as microphotographs supplied by numerous subjects in this case to WILLIAM SEBOLD for delivery in Lisbon. STRUNCK has contacted SEBOLD on numerous occasions at Columbus Circle and at Sebold's office. STRUNCK has been mentioned in radio messages to Germany. STRUNCK received \$50.00 which was delivered by RENE MEZENEN, who obtained this money from [REDACTED] to SEBOLD with the message that this money was to be delivered to KNOX and that it was a Christmas present from Hamburg. b7C

[REDACTED]  
Hamburg (?), Germany

67C The only thing known about [REDACTED] now is that he has signed several radio messages addressed to SEBOLD, particularly those giving congratulations for successfully contacting GBO.

65-1819

[REDACTED]

MAX BLANK, when he first appeared at the office of WILLIAM SEBOLD, advised that he had been in the spy business since 1936; that he was introduced to [REDACTED] the S.S. "Bremen", with whom he dealt. No further information has been received regarding this individual to this date.

BARON JOHN HEINZ VON EYSSENHARDT  
Hotel Fourteen,  
14 East 60 Street, New York City.

His name was mentioned by German authorities in radio message #62 as being O.K. for FREDERICK DUQUESNE to contact. He was not contacted by DUQUESNE, and no information has been developed definitely showing espionage activities on his part.

ADALBERT VON GONTARD  
Denny Road,  
St. Louis, Missouri

He is Vice-President and Chief Engineer of the ANHEUSER-BUSCH BREWERY, St. Louis, Missouri. He first entered into this case when his name was suggested by Germany as a person who should be contacted by WILLIAM SEBOLD as he might be developed into an espionage agent. WILLIAM SEBOLD wrote Von Gontard a letter but has never received a reply from him. He has committed no overt acts, received no money nor made any contact with WILLIAM SEBOLD.

FRIEDRICH KARL VON SCHLEBRUGGE  
Calle Vallarta #14-B, Mexico City, D.F.

Investigation obtained from confidential sources in Mexico indicate that the above is one of the most active and important German espionage agents operating in Mexico, and is believed to be in the Marine Division of that service. His closest associate appears to be [REDACTED]

[REDACTED] and together they receive mail through [REDACTED] Mexico, D.F. under the name K. [REDACTED] 67C

[REDACTED] all residing in Mexico City, also appear to be definitely engaged in German espionage activities and associated with KARL VON SCHLEBRUGGE in Mexico.

65-1819

b7C On April 7, 1941 the radio station being operated in connection with this case at Centerport, Long Island, received a message from Station GEO for relay to AOR as follows "For letters via Tokio, NY address, [REDACTED] This Post Box being that of VON SCHLEBRUGGE [REDACTED] now brings them within consideration of the instant investigation.

CAPTAIN VON WEGENER

Captain Von Wegener was mentioned by STEIN in a conversation with WEUSTENFELD as being someone known to STEIN as a member of the German espionage system. He is thought to be in Germany.

LEO WAALEN  
1530 Second Avenue,  
New York City.

He is employed by WOOD YACHT BASIN, 173-5 Marine Street, City Island, New York, N.Y. He entered this case on July 1, 1940 through a meeting of SEBOLD and Subjects STIGLER, SIEGLER and FEHSE, following which STIGLER and FEHSE proceeded to WAALEN's home as listed above and there contacted him. On October 23, 1940, through a previous letter written by WAALEN to SEBOLD, introducing himself, SEBOLD met WAALEN who gave to Sebold some material for transmittal to Germany. Numerous other meets followed the above and on December 16, 1940 WAALEN met SEBOLD in the latter's office, discussing means on Waalen's part in efforts to obtain information from his employer through getting the night watchman drunk. While WAALEN has discussed the fact that he would be in a position to get more information if he were furnished a little expense money, etc., the files does not reflect that actually any funds have been received by WAALEN in connection with his operations. WAALEN has been mentioned in communications to Germany via SEBOLD's radio.

ADOLF HENRY AUGUST WALISCHEWSKI  
545 14 Street  
Brooklyn, New York.

He is employed on the S.S. URUGUAY, of the Moore-McCormack Lines, Pier 32, North River, New York City. On February 19, 1941 PAUL FEHSE told SEBOLD that he had recommended WALISCHEWSKI. To date there

65-1819

has been no contact between this Subject and SEBOLD.

On June 24, 1940 SIEGLER in complaining of the activities and indifference of DOLD, told SEBOLD that he had another contact through whom he could get material across and named a KOWALSKI or SCHLAWATSKY, both phonetic spellings by SEBOLD, which individual was a bedroom steward on the S.S. "Washington". This latter incident appears to agree with this WALISCHEWSKI's prior employment on that vessel as a bedroom steward.

CC. S. WANG TRAVEL SERVICE  
Shanghai Road, Shanghai, China

One of the mail drop addresses furnished WILLIAM SEBOLD in Germany, through whom to transmit written communications and materials. Communications have been forwarded through this address. [REDACTED] is an employee of the China Travel Service, 420 Szechuan Road, Shanghai. b7C

[REDACTED]

From information coming out of Mexico it appears that [REDACTED] is actively engaged in German espionage activities in Mexico City and vicinity. He carries the key to [REDACTED] Mexico City, as well as [REDACTED] Mexico City, both of which appear to be a clearing house for correspondence of an espionage nature in Mexico.

He is an associate of VON SCHLEBRUGGE and frequently contacts [REDACTED] other known German agents working out of Mexico City. b7C

[REDACTED]

[REDACTED]

[REDACTED] is believed to have been enlisted by the German Government some years ago to engage in espionage activities in this country. However, he attempted to get his wife out of Germany and when she got to Italy HARTWIG KLEISS, believing that if [REDACTED] came to this country



65-1819

b7C [redacted] would not participate in espionage activities, therefore, prevailed upon the German authorities to have [redacted] return to Germany.

[redacted] has also been mentioned by PAUL FERSE and EDWIN SIEGLER as an espionage agent. HARTWIG KLEISS has indicated that since [redacted] has been unsuccessful in getting his wife out of Germany he has refused to cooperate.

No information is available that this person has committed any overt acts. He has not met SEBOLD and has not been mentioned in communications with Germany and has not to our knowledge received any money.

[redacted] b7C  
This individual is likewise believed to be involved in German espionage activities in Mexico; his closest associate is [redacted] He and he also frequently meets [redacted] has also received mail through [redacted]

[redacted] b7C  
She was made a subject in this investigation as a result of frequently visiting with LILLY STEIN. Conversations heard over the microphone indicate she has knowledge of STEIN's activities and on one occasion assisted in encoding a communication to be sent to Germany. No other espionage activity on her part is known.

ELSE WEUSTENFELD  
312 West 81 Street  
New York City.

She has booked passage on the S.S. "Marques de Comilla" leaving New York April 25, 1941 for Spain. She is made a subject in view of her conversations with LILLY concerning Stein's espionage activity wherein she encouraged and advised STEIN. She made inquiries concerning Stein's status with Germany and later advised Stein as to what she learned. She has agreed to contact German authorities on Stein's behalf on her arrival in Germany.

The above conversations also indicate that she has herself actively carried on espionage activities by acting as a mail drop. She also sent to Germany an espionage communication for LILLY STEIN.

65-1819

AXEL WHEELER-HILL,  
563 Cauldwell Avenue, Apt. F-6  
Bronx, N.Y.

He works at 17B Waverly Place, New York City. He is a close associate of FELIX JAHNKE and at one time the name of Hill was mentioned by PAUL FEHSE in talking with Sebold, indicating that the individual named Hill, referred to by Fehse, had to do with espionage activities. Wheeler-Hill negotiated with JOSEF AUGUST KLEIN for the construction of the radio receiving and transmitting set which Wheeler-Hill and Jahnke presently have in their possession. He has also been observed on the piers around New York City observing ship movements and cargoes being placed on the various boats docked at these piers. He appeared to be particularly interested in the English boats which were loading. After making a survey of the piers, he was observed to mail a letter with a fictitious return address. This letter was addressed to [REDACTED] b7C

b7C [REDACTED] the BARBIZON HOTEL FOR WOMEN, located at Lexington Avenue and 63rd Street, New York City. He was made a subject in this case as FRANZ STIGLER was observed on numerous occasions to visit him. He is the [REDACTED] who is also a known contact of Stigler.

PAUL HOWARD WILKINSEN  
33-38 Parsons Boulevard,  
Flushing, Long Island, N.Y.

MAX BLANK, while talking with WILLIAM SEBOLD at Sebold's office in the Newsweek Building, New York City, mentioned, when speaking of espionage agents, that a man named WILKINSEN, who was a Diesel engineer, American-born, had been paid by Germany and was furnishing technical information to Germany, obtaining this information through the pretext that he was to use the information in publications of which he would be the author. The Wilkinsen referred to by Blank is believed to be identical with Paul Howard Wilkinsen. It appears that this Paul Howard Wilkinsen made a survey at Langley Field, Virginia and in England and France during 1939.

65-1819


Recordak photographs of checks deposited by WILKINSEN in his bank account disclosed that he has received large payments from the JUNKERS AIRCRAFT CO. and the LANOVA CORP., both of which are German controlled corporations.

BERTRAM WOLFGANG ZENZINGER  
623½ Venice Boulevard  
Venice, California

Zenzinger is a British subject from the Union of South Africa and has been in the United States on a visitor's permit. He came into the investigation of this case as a result of Franz Stigler's being observed mailing him a letter and enclosing an invisible writing pencil.

Inasmuch as Zenzinger was preparing to leave the United States to return to South Africa, he was questioned by special agents of the Los Angeles office at which time he admitted that he has been sending information to Germany by invisible writing and that he has been doing this upon the request of the German authorities. Zenzinger entered a plea of guilty to violation of the Registration Act and has been sentenced in Federal Court, Los Angeles to serve eighteen months for this offense.

b7C

 He is said by HEINRICH CLAUSING to be his mail drop in South America and who forwards the communications by Italian airplane to Germany.

# INDEX OF TESTIMONY ON WILLIAM SEBOLD

ABRAMS AIRCRAFT CORP.	258
[REDACTED]	326
AERONAUTICAL CORPORATION OF AMERICA	261
AGWILINES, INC.	534
AIR ASSOCIATES, INC.	417, 438
AIR CORPS. TECHNICAL SCHOOL	247
AIR TRANSPORT MFG. CO., LTD.	258
[REDACTED]	190, 193, 199
AIRCOOLED MOTORS CORP.	262
AIRCRAFT CORP.	258
AKRON AIRCRAFT, INC.	261, 262
ALABAMA DRYDOCK & SHIPBUILDING CO.	598, 606
ALBINA ENGINE & MACHINE WORKS, INC.	533, 614
ALCOA STEAMSHIP LINE	558, 610, 611, 612, 654
[REDACTED]	681, 685
b7C "ALL THIS AND HEAVEN TOO"	19, 32, 95, 133, 252
[REDACTED] (Sebold c/o)	101, 161, 174, 178
ALLIED AVIATION CORP.	262
ALLISON ENGINEERING CO.	172, 247, 263, 269, 288, 336, 512, 586
AMERICAN AIRCRAFT CO.	258, 263
AMERICAN BLACK CHAMBER	564
AMERICAN CAR & FOUNDRY CO.	409, 464, 614
AMERICAN CONSULATE	6, 7, 8
AMERICAN EXPORT LINES, INC.	233, 611, 612, 667, 682
AMERICAN EXPRESS LINE	676
AMERICAN PETROLEUM TRANSPORT CORP.	613
AMERICAN PIONEER LINE	653
AMERICAN PRESIDENT LINE	600, 665
AMERICAN SHIP BUILDING CO.	464, 573, 654
AMERICAN-SOUTH AFRICAN LINE, INC.	542, 657, 694
AMERICAN SPONGE RUBBER CO.	563
AMHERST PLANT	323
AMTORG TRADING CORP.	149
ANGLO-SAXON PETROLEUM CO., LTD.	612, 667
ANZIEGER (Gerhoff)	137, 141, 202, 203, 207, 228, 229, 371, 448, 463, 484, 495, 496, 505, 507, 519, 524, 526, 529, 531, 550, 556, 558, 559, 569, 578, 579, 581, 592, 596, 597, 608, 610, 613, 619, 648, 654, 658, 660, 663, 664, 666, 686, 688, 683, 689, 694, 695.
[REDACTED]	176
b7C ASIATIC PETROLEUM CORP.	612
ASSOCIATED SHIPBUILDERS	464
ASTA (Counter Espionage System)	142
ATLANTIC COAST SHELL GASOLINE CO.	533

ATLANTIC REFINING CO.  
AUFZUG  
AUSLANDS DEUTSCHE ORGANIZATION  
AVIATION MANUFACTURING CORP.

BABCOCK AIRCRAFT CORP.  
BANCO DE MEXICO, S. A.  
BARKLEY GROW AIRCRAFT CORP.  
BARON LINE  
BARBER STEAMSHIP LINE  
BASALT ROCK CO.  
BATH IRON WORKS  
BAYER, (CAPT.) (or Beyer)  
BAYOU STEAMSHIP CO.

BEECH AIRCRAFT CORP.

BELL AIRCRAFT CORP.  
BELL TELEPHONE LABORATORIES

BELLANCA AIRCRAFT CORP.

BENDIX AVIATION CORP.  
BENNETT AIRCRAFT, INC.

BERMUTH LEMBECKE CO., INC.  
BETHLEHEM FAIRFIELD SHIPYARD  
BETHLEHEM STEEL CO.

BIRCHFIELD BOILER CO., INC.  
BLACK DIAMOND STEAMSHIP LINES  
BLANK, MAX

BLOCK, H. (DR.)  
BLUE FUNNEL LINE  
BLUE STAR LINE

BOEING AIRCRAFT CO.  
BOOTH STEAMSHIP LINES  
BORG WARNER CORP.  
BOSCH, E.  
BOWMAN MOLDED AIRPLANE CO.

682  
(SEE FRANZ STIGLER)  
500  
172

260  
435  
164, 258  
599

599  
553, 614  
669, 670, 694  
88, 98, 106, 467

534  
15, 47, 55, 61, 67, 69, 75, 76, 87, 91,  
95, 169, 175, 251, 252, 287, 293, 297,  
304, 308, 321, 361

534  
290, 294, 450  
164, 172, 222, 258, 260

184, 186, 187

(SEE [REDACTED])  
21, 23, 164, 172, 220, 222, 260, 407, 411  
247, 299

563, 609  
172, 222, 261

(SEE [REDACTED])  
430, 432

166, 438

258

509

612, 667

598, 606

464, 574, 598, 606, 654, 669, 670, 671,  
672, 688, 683

665

573

622, 633, 637, 644, 646, 647, 648, 654,  
661, 664, 668, 687

327

504

511

20, 23, 26, 172, 217, 220, 222, 260, 323

511

165

(SEE PAUL FERSE)

275

BOYD, WEIR & SEWELL

BREWSTER AERONAUTICAL CORP.  
BROKHOFF, ALFRED E.

BROKHOFF, P. F.

BUCKEYE STEAMSHIP CO.

BUDD, EDW. G. - MFG. CO.  
BULL STEAMSHIP LINE

BUREAU OF MARINE INSPECTION &  
NAVIGATION

BURNELLY AIRCRAFT CORP.  
BUTLER, BALDWIN, INC.

C. & O. LINE

CALIFORNIA SHIPBUILDING CO.  
CALIFORNIA TEXAS OIL CO., LTD.  
CALUMET SHIPYARD & DRYDOCK CO.  
CANADIAN CAR & FOUNDRY CO.  
CANADIAN PACIFIC STEAMSHIP CO.  
CARLOS

CARR

CESSNA AIRCRAFT CO.  
CHAMBERLIN, CLARENCE D. CO.

CHARLESTON SHIPBUILDING & D.D. CO.  
CHASE NATIONAL BANK  
CHEMICAL ARMAMENT INDUSTRIES  
CHEMICAL WARFARE SERVICE  
CHURCHILL, WINSTON

CLAN LINE

CLARK AIRCRAFT CORP.  
CLAUSING, HEINRICH

COLABEE STEAMSHIP CO.  
COLLIER AIRCRAFT CO.  
COLTS MANUFACTURING CO.  
COMMERCIAL IRON WORKS  
CONSOLIDATED AIRCRAFT CORP.

599  
518, 684  
172, 220, 222, 259  
344, 345, 382, 383, 390, 465, 494, 526,  
661, 668, 677, 680, 682, 683, 684, 691  
(SEE PAUL FEHSE)  
620, 622, 633  
611  
420, 422, 530, 647  
275  
613  
20, 22, 25

611, 649  
691

258  
199

611  
608  
534, 597, 606  
657  
665  
323  
511  
(SEE HEINRICH CLAUSING)  
(SEE E. M. ROEDER)

619  
260  
258  
649  
679  
60, 74, 98, 414, 415, 416, 435  
20, 25  
20, 25  
336, 514, 519, 525, 530, 531, 543, 546,  
579, 596, 619  
571  
261, 275  
300, 458, 497, 504, 518, 521, 522, 569,  
577, 586, 604, 609, 610, 618, 619, 632,  
636, 640, 641, 646, 652, 661  
649  
258  
512  
464  
1, 4, 58, 172, 220, 222, 260

CONSOLIDATED SHIPBUILDING CORP.  
CONSOLIDATED STEEL CORP. LTD.  
CONTINENTAL MOTORS CORP.

409, 553, 614  
532, 574, 614  
264

[REDACTED]  
COOPER-BESSEMER CORP.

561, 609  
682

CRAMPS SHIPBUILDING CO.

653, 689, 672

CRIS-CRAFT CORP.

533

[REDACTED] (Spec. Agt.)

146

CUBA MAIL STEAMSHIP LINE

610, 611, 653

CULVER AIRCRAFT CORP.

258

CUMMINGS DIESEL ENGINE CO.

534

CUNARD WHITE STAR LINE

511, 648

CUNNINGHAM-HALL AIRCRAFT CORP.

258

CURTISS-WRIGHT CORP.

20, 23, 26, 165, 171, 172, 217, 220, 222,  
260, 266, 337, 351, 470, 587

DEFOE BOAT & MOTOR WORKS

409, 532, 553

DEHAVILLAND AIRCRAFT

324

[REDACTED]

611

DELCO HEATING PLANT

365

[REDACTED]

15, 169

DEUTSCHER LUFTHANSA

88, 98, 106, 119, 467

(German Air Lines)

577

557

[REDACTED]

[REDACTED]

205, 207, 210, 211, 239, 253, 254, 293,  
298, 300, 301, 302, 327, 344, 345, 348,  
351, 352, 353, 358, 359, 362, 363, 365,  
366, 386, 387, 400, 405, 406, 414, 415,  
416, 424, 426, 430, 436, 440, 442, 455,  
472, 473, 474, 486, 489, 490, 499, 500,  
501, 515, 527, 537, 544, 576, 577, 578,  
609, 660, 662, 666, 684, 685

DOLD, CONRADIN OTTO

170, 180, 196, 197, 202, 242, 254, 279,  
280, 332, 338, 340, 341, 342, 344, 345,  
349, 368, 370, 371, 372, 373, 390, 399,  
472, 496, 499, 500, 501, 502, 510, 528,  
537, 577, 578, 581, 660, 662

DONALDSON BROS. & BLACK LINE

511

DOOLEY, RALPH O.

517, 518, 519, 522, 545

DOUGLAS AIRCRAFT CO., INC.

20, 23, 26, 172, 220, 223, 260

DRESDENER BANK

240, 309, 317, 374, 538, 545

646, 654

b7C

[REDACTED]  
DUBUQUE BOAT & BOILER WORKS  
DUISBURGER HOF  
DUKE OF WINDSOR  
DUNN  
DUPONT MAGAZINE  
DUPONT PLANT  
DUQUESNE, FREDERICK

403

[REDACTED]  
679

2

491

(SEE DUQUESNE)

412, 439

401, 407, 444, 562, 609

14, 16, 19, 38, 39, 45, 46, 47, 48, 49,

50, 51, 52, 53, 60, 68, 69, 70, 71, 72,

73, 76, 77, 85, 86, 87, 88, 89, 90, 99,

102, 103, 104, 105, 106, 112, 113, 116,

118, 119, 120, 121, 123, 126, 127, 128,

129, 130, 139, 143, 144, 145, 147, 152,

153, 154, 157, 159, 161, 163, 169, 174,

175, 176, 177, 180, 181, 200, 204, 205,

207, 209, 211, 213, 231, 232, 233, 234,

235, 236, 243, 244, 249, 250, 251, 253,

257, 267, 268, 269, 280, 281, 288, 296,

299, 302, 303, 306, 307, 308, 309, 310,

315, 321, 328, 330, 354, 357, 359, 364,

371, 378, 383, 395, 396, 400, 401, 402,

403, 405, 407, 410, 411, 412, 413, 416,

417, 419, 420, 422, 423, 425, 426, 432,

438, 439, 440, 443, 444, 445, 447, 455,

457, 461, 466, 467, 468, 470, 471, 474,

475, 476, 486, 501, 502, 528, 554, 561,

562, 563, 564, 565, 580, 609, 640, 647,

664, 675, 676, 690

DURAMOLD AIRCRAFT

274

EAGLE BAR & GRILL  
EASTERN STEAMSHIP LINES, INC.  
EASTMAN KODAK CO.

136, 138

611, 612, 667

502

b7C

[REDACTED]  
EICHENLAUB

184

569, 586, 595, 597, 610, 619, 638, 642,

659, 687

321, 335

EISSEN HANDELS GESELLSCHAFT  
(Iron or Hardware Supply)

ELCO BOAT WORKS

ELECTRIC BOAT CO.

ELECTRIC WATER LIGHT CO.

"ELECTRICAL ENGINEERING"

607

573, 614, 672, 673

470

237



ELLSWORTH, J. C. (Spec. Agt.)

37, 39, 40, 43, 46, 54, 58, 63, 80,  
84, 91, 101, 111, 114, 130, 132, 145,  
146, 148, 149, 150, 151, 153, 157, 158,  
162, 163, 168, 169, 177, 179, 182, 186,  
194, 198, 200, 203, 204, 211, 226, 228,  
229, 232, 233, 238, 239, 241, 243, 246,  
251, 255, 267, 268, 269, 270, 278, 279,  
281, 284, 285, 287, 283, 289, 296, 297,  
302, 304, 305, 307, 315, 317, 320, 321,  
325, 329, 333, 334, 338, 339, 345, 348,  
360, 367, 368, 371, 372, 373, 376, 377,  
379, 380, 388, 391, 394, 395, 396, 400,  
404, 405, 407, 410, 412, 413, 414, 415,  
416, 417, 419, 420, 421, 422, 424, 426,  
429, 431, 432, 434, 440, 441, 444, 447,  
455, 457, 459, 460, 461, 474, 478, 482,  
485, 486, 488, 493, 499, 503, 504, 514,  
517, 521, 527, 530, 531, 536, 540, 541,  
545, 546, 549, 550, 566, 568, 575, 576,  
584, 585A, 601, 609, 616, 617, 633, 634,  
635, 636, 640, 644, 651, 652, 654, 659,  
665, 666, 676, 680, 681, 683, 685, 689,  
690

ELSE

(SEE ELSE WEUSTENFELD)

ENGINEERING & RESEARCH CORP.

261

ERIE RAILROAD FERRY

175

ESTINGER

507

ESVAL, O. E.

237

"EVERETT"

139

FAIRBANKS MORSE CO.

614

FAIRCHILD AIRCRAFT CORP.

172, 223, 259, 323, 414, 418, 583

FARR SPINNING & OPERATING CO.

613

418

(Phonetic) French Pur.Comm.) 190

190

500

FEDERAL AIRCRAFT CORP.

258

FEDERAL COMMUNICATIONS COMMISSION

84, 86, 92, 93

FEDERAL SHIPBUILDING & DRYDOCK CO.

457, 573, 597, 598, 606, 654, 669, 671,  
688, 689

FEHSE, PAUL (FINK)

197, 202, 203, 206, 207, 208, 209, 226,  
228, 229, 230, 232, 238, 241, 242, 243,  
244, 245, 254, 256, 278, 279, 284, 286,  
287, 289, 290, 294, 295, 300, 331, 344, 345,  
350, 354, 360, 363, 368, 371, 381, 382,  
383, 384, 388, 389, 390, 416, 433, 448,  
449, 450, 451, 465, 475, 477, 478, 481,  
484, 486, 488, 489, 492, 494, 495, 496,  
497, 498, 499, 504, 505, 510, 512, 513,  
517, 518, 519, 520, 521, 522, 523, 524,  
526, 527, 529, 530, 531, 533, 535, 536,  
537, 540, 541, 542, 543, 544, 546, 549,  
550, 554, 555, 556, 557, 558, 559, 561,  
566, 568, 569, 570, 572, 573, 574, 575, 576,  
577, 578, 579, 581, 582, 585, 585B, 586,  
596, 597, 600, 603, 604, 607, 608, 609,  
610, 612, 613, 614, 615, 616, 617, 618,  
619, 620, 632, 633, 634, 635, 636, 637,  
638, 640, 642, 643, 644, 646, 648, 651,  
652, 654, 656, 658, 659, 660, 661, 663,  
664, 666, 668, 674, 677, 678, 680, 681,  
682, 683, 684, 686, 688, 689, 691, 694,  
695

FEHSE, PAUL (MRS.)  
[REDACTED] (Connected with Lufthansa)

FINK  
[REDACTED]

FISHER BODY WORKS  
[REDACTED]

b7c FLEET AIRCRAFT, LTD.  
FLEETWINGS, INC.  
[REDACTED]

"FLIGHTRAY"

FLYNN, GEORGE H. CORP.

FOKKER AIRPLANE CO.

FOREIGN RELATIONS DEPARTMENT

(Nazi Headquarters)

FORTUNE MAGAZINE

FORT WILLIAM PLANT  
[REDACTED]

691

106

(SEE WOOD YACHT BASIN)

543, 544, 577, 586, 595

(SEE PAUL FEHSE)

354

341

409

414, 425, 427, 429, 473, 493, 494, 499,

504A, 531, 536, 540, 541, 545, 580, 581,

582, 618, 620, 640, 676

323

120, 259

683

247

657

44, 97

496

331, 446

323

178

FRANGE CO.

[REDACTED]

FRANK, S.

[REDACTED] (Spec. Agt.)

FREEDOM, INC.

FREEPORT POINT SHIPYARD, INC.

FRENCH CLUB

FRENCH PURCHASING COMMISSION

[REDACTED]

FUNCH, EYDE CO.

FURNESS WITHY & CO.

GADLEY (MAJOR)

[REDACTED]

GASSNER (DR.)

GENERAL ELECTRIC CO.

GENERAL ENGINEERING & DRYDOCK CO.

GENERAL MOTORS CORP.

GENERAL TRANSATLANTIQUE CO.

[REDACTED]

GERHOFF

[REDACTED]

GERMAN-AMERICAN CHAMBER OF COMMERCE

GERMAN FLYING CLUB

[REDACTED]

GIBBS & COOK

GIBBS & COX

GIBBS GAS ENGINE CO.

GIEHLE

[REDACTED]

(Phonetic)

GONTARD

[REDACTED]

GRACE LINE

GREAT LAKES AIRCRAFT CORP.

GREAT LAKES DREDGE & DOCK CO.

GREENPORT BASIN & CONSTRUCTION CO.

611

352

353

52

19, 36, 37, 39

469

614

74, 76

153, 154, 190, 191, 199, 203

237

599

599

564

343

328, 360

2, 3, 4, 5, 8

21, 24

552

164, 239, 317, 512, 514, 518, 562, 572,

609

559

649

[REDACTED]

573

(SEE ANZIEGER)

346, 358, 363

128

467

448, 495

(SEE GIBBS & COX)

347, 551

542, 679

(SEE ANZIEGER)

141

459, 494, 681, 683, 690

184, 520, 540

176, 191

257

311

(SEE EDI VON GONTARD)

417, 435, 538

558, 599, 612, 665

260

657

679

GRIEBEL, IGNATZ (DR.)

GEOTON IRON WORKS SHIP YARDS  
GULF SHIPBUILDING CORP.  
GRUMMAN ENGINEERING CORP.

GUT, GEORG  
GUT, GEORGE (MRS.)  
GWINN AIRCAR CO., INC.

HALL-ALUMINUM AIRCRAFT CORP.

HAMBURG-SOUTH AMERICAN S. S. CO.  
HAMILTON STANDARD PROPELLER PLANT  
HAMMOND LUMBER CO.

HARBOR BOAT BUILDING CO.

HARD, JIMMY  
HARDT, LEON (DR.)  
HARLOW ENGINEERING CORP.  
HARRINGTON & RICHARDSON ARMS CO.  
HARRIS, FRED or FRANK

(JR.)  
HARTOUR BARBOUR ESPIONAGE LAW

HAUSMANN  
"HAWKINS ELECTRICAL GUIDE"

HEIDELBERG RESTAURANT  
HEINE, EDMUND C.

HERMAN, RICHARD

HEUBNER

HIGGINS INDUSTRIES, INC.

64, 79, 94, 106, 446  
37, 41  
226, 240, 241, 309  
647, 646  
533  
613, 670  
49, 58, 63, 81, 82, 89, 93, 96, 108, 121,  
125, 149, 164, 172, 220, 223, 260, 286,  
414, 418, 434, 446, 454, 584  
18, 148, 177  
17, 18  
259  
642, 643, 651  
65, 110  
596  
620, 622, 637  
223, 259  
319  
176  
141  
165  
533  
41, 44, 59, 142, 167, 241, 320, 539, 644  
679  
420  
(SEE HARTWIG KLEISS)  
(SEE NICHOLAS RITTER)  
259  
492, 503  
(SEE NICHOLAS RITTER)  
511, 648  
192  
9  
20  
596  
119  
19  
360  
200, 209, 215, 219, 221, 225, 257, 261,  
266, 273, 275, 276, 277, 283, 297, 299,  
311, 314, 322  
(SEE HARTWIG KLEISS)  
622, 633  
(SEE CARL REUPER)  
526, 581  
479  
574, 679  
326

HILTEBRANT SHIPYARD

HITLER, ADOLPH

HOCKADAY AIRCRAFT CORP.

HOFF, G.

HOFFMAN, JOHANNA

b7C [REDACTED]  
HOLDER (or HOLDEN)

HOLLAND AMERICAN LINE

HOLLAND TUG & BARGE CO., LTD.

**HOTELS:**

HOTEL ALCORN

HOTEL ALRAE

HOTEL AMEOS MUNDOS

ASTOR HOTEL

HOTEL BRITTANIA

HOTEL DUOS NACOES

HOTEL GOVERNOR CLINTON

HAMPSHIRE HOUSE HOTEL

HANDELSHOF HOTEL

HOTEL HELVETIA

MANHATTAN TOWERS HOTEL

MARTINIQUE HOTEL

HOTEL MONOPOLE

HOTEL NATIONAL

HOTEL PIERRE

PLAZA HOTEL

ROOSEVELT HOTEL

SAVOY HOTEL

SAVOY PLAZA HOTEL

HOTEL SHAFTSBURY

HOTEL STEIN

HOULDER BROS. & CO., LTD.

HOULDER LINE

HOUSTON SHIPBUILDING CO.

HOWARD AIRCRAFT CORP.

b7C HUGHES AIRCRAFT CORP.  
[REDACTED]

667

468

184, 491, 520, 540, 630

259

(SEE ANZIEGER)

64, 79

286, 290, 294

(SEE AXEL WHEELER\*HILL)

10

533

58, 63, 93, 454

533

305, 311, 318

335

191

319

440

106, 191

137

353, 436, 442

197, 242, 254, 279, 338, 340, 341, 343,

370, 372, 499, 500

61

5, 6, 11

163

415

421

5

591

335

319

563

12

648

509

519

648

511

535, 597, 606

164, 261

259

678

[REDACTED]	500
"INFRA-RED PHOTOGRAPHY"	502
INGALS SHIPBUILDING COMPANY	653, 694
INTERNATIONAL TELEGRAPH & TELEPHONE COMPANY	19, 22, 25
ISTHMIAN STEAMSHIP LINE	558, 600
ITALIAN AIR LINES	497
JACKSONVILLE SHIPBUILDING CORP.	678
JACOB, ROBERT INCORPORATED	409, 573, 667, 683
JACOBS AIRCRAFT ENGINE COMPANY	264
JAHN, RUDOLPH A.	467
JETIS YACHT YARD	572
[REDACTED]	594
JENSEN AIRCRAFT CORPORATION	258
JO	(See Duquesne)
JOHN	453
JOHN (Capt.)	(See Rudolph A. Jahn)
JOHNSON (Secy. of War)	218
[REDACTED] (Spec. Agt.)	146
JOURNAL OF THE AERONAUTICAL SCIENCES	247
[REDACTED]	551
KANGEISER, EDWARD A.	349
[REDACTED]	149, 150
[REDACTED]	311
[REDACTED]	681
KAYE SON & COMPANY LINE	511, 648
KELLETT AUTOGIRO CORPORATION	223, 258
KENNEDY, JOSEPH P.	438
KENNEDY MANUFACTURING COMPANY	123
KERR LINE	599
KINGS FEATURE SYNDICATE	449
KINNER MOTORS	264
[REDACTED] (U. S. State Dept.)	19
KLEISS, HARTWIG	202, 245, 290, 295, 331, 332, 342, 346, 348, 351, 358, 363, 472, 505, 507, 508, 510, 514, 520, 528, 559, 591, 592, 594, 595, 663, 680, 685
KLOPSTOCK PENSION	10, 13, 14, 16, 17, 18, 36, 98, 131, 136, 137, 169, 170, 207
KNORKE, FRITZ	(See Erich Strunck)
KNOX, (Secy. of Navy)	507, 515, 529, 530
[REDACTED]	356, 373
KOWALSKI	(See Walischewski)
[REDACTED]	543
KREUTZENSTEIN, FRED	420, 580, 647
[REDACTED] (Mme.)	191

KUHN, FRITZ	52
KULUKUNDIS SHIPPING COMPANY	611
KUPPER AIRCRAFT ENTERPRISE	258
KURZ (Kunz), HEINRICH	(See Heinrich Sorau)
LAGO OIL TRANSPORT CO., LTD.	612, 683
LAIRD AIRPLANE COMPANY, E. M.	258
LAKE SUPERIOR SHIPBUILDING COMPANY	679
LAKE WASHINGTON SHIPYARDS	542, 679
LAMPORT & HOLT, LIMITED	511
LANG, HERMAN	14, 15, 16, 62, 77, 78, 79, 83, 91, 113, 153, 154, 155, 159, 163, 184, 185, 186, 187, 194, 226, 231, 239, 240, 241, 296, 303, 308, 309, 310, 317, 373, 374, 375, 376, 379, 406, 457, 499, 531, 536, 537, 538, 539, 540, 545, 550, 591, 601, 602, 603
[REDACTED]	558
LAWRENCE ENGINEERING COMPANY	164, 166
LENAPE AIRCRAFT MOTORS, INCORPORATED	265
LEONHARDT (Dr.)	(See Nicholas Ritter)
LEWIS, EVELYN CLAYTON	234
[REDACTED]	11, 13
LION TUTTLES CORPORATION	572
"LITTLE CASINO"	619, 638
LOCKHEED, ALLEN H. - AERO IND. CORP.	258
LOCKHEED AIRCRAFT CORPORATION	4, 20, 23, 26, 164, 172, 220, 260, 332, 351, 407, 411
LONG	(See Herman Lang)
[REDACTED]	601, 602
LORELEI RESTAURANT	681
LOUISIANA SHIPBUILDING COMPANY	606
LUCKENBACH, J. L. STEAMSHIP COMPANY	525, 573, 579
LUDERS MARINE CONSTRUCTION COMPANY	409
LUFTFAHRTMINISTERIUM (Air Ministry Building)	603
[REDACTED]	21
LUSCOMBE AIRPLANE CORPORATION	261
[REDACTED]	564
LYCOMING MANUFACTURING COMPANY	264, 266
LYKES BROTHERS STEAMSHIP COMPANY	598, 599
LYMAN, JOSEPH	247
[REDACTED]	518
MACHINENFABRIC AUSBURG	186
MADRICAL & COMPANY	534, 649

[REDACTED]	(See Maersk Moeller)
MANITOWAC SHIPBUILDING COMPANY	191
[REDACTED]	614, 674
MANUFACTURERS TRUST COMPANY	577
MARITIME COMMISSION	74
MARTIN, GLENN - CORPORATION	501
[REDACTED]	20, 23, 24, 26, 115, 172, 223, 259, 481
MARYLAND DRYDOCK COMPANY	319, 320, 325, 326, 335
MASSACHUSETTS INSTITUTE OF TECHNOLOGY	60, 522
MATHIESEN (Pastor)	542
MATHIS, JOHN H. COMPANY	411
MATSON NAVIGATION COMPANY	596
[REDACTED]	614
MATTSON LINE	552
MAX	237
[REDACTED]	597
MAYER, (Capt.)	(See Rene Mezenen)
MC DONELL AIRCRAFT CORPORATION	213
[REDACTED]	(See Capt. Bayer)
MEIER (Mr.)	258
MENASCO MANUFACTURING COMPANY	573
MERCHANT & MINERS TRANSPORTATION CO.	18, 98, 99, 169
MERCURY AIRCRAFT COMPANY, INC.	265
MERIT PRINTING COMPANY	610
METZGER	258
METZGER, E.	70, 85, 213
MEYERS AIRCRAFT COMPANY	(See Erwin Siegler)
MEZENEN, RENE	(See Erwin Siegler)
	258
	327, 344, 345, 348, 351, 352, 353,
	358, 360, 362, 363, 365, 366, 367,
	369, 375, 387, 392, 396, 399, 400,
	402, 407, 413, 414, 415, 416, 425,
	426, 441, 442, 443, 455, 461, 490,
	491, 499, 527, 530, 537, 586
MIAMI SHIPBUILDING COMPANY	409
MILITARY AIRCRAFT CORPORATION	258
MILLER (Wanatner c/o)	290
MILLER AIRCRAFT CORPORATION	258
MILLER AERO SERVICE	258
[REDACTED]	494, 581
MINNEFORD YACHT YARD	572
MOCKLER, DON RYAN	447, 474
[REDACTED]	379
[REDACTED]	15, 215



[REDACTED]  
 [REDACTED]  
 MOJEAN & ERICSON SHIPBUILDING CO.  
 MONOCOUPPE CORPORATION  
 MOORE DRY DOCK COMPANY  
 MOORE - MC CORMACK LINE  
 MORASCO RESTAURANT  
 MORGAN LINE  
 MORGANS  
 MOSS, E. & COMPANY  
 MOSS, H. E. & COMPANY, LTD.  
 MOSS HUTCHINSON LINE  
 [REDACTED]

MUNARGO LINE

NATIONAL GUARD  
 NATIONAL AERONAUTICS COUNCIL, INC.  
 NATIONAL STEEL CAR COMPANY  
 NAUGLE AIRCRAFT CORPORATION  
 NAVAL AIRCRAFT FACTORY

NEW YORK & CUBA STEAMSHIP CO.  
 NEW YORK SHIPBUILDING CORPORATION  
 NEW ZEALAND SHIPPING COMPANY, LTD.  
 NEWPORT NEWS SHIPBUILDING & DRYDOCK  
 COMPANY

NIPPON CLUB  
 NOORDUYN AVIATION, LTD.  
 NORDEN, CARL L. COMPANY

[REDACTED]  
 [REDACTED]  
 NORDEN-SPERRY  
 NORTH AMERICAN AVIATION, INC.  
 NORTH AMERICAN NAVIGATION CORP.  
 NORTH CAROLINA SHIPBUILDING CO.  
 NORTH SHORE PAPER COMPANY  
 NORTHROP AIRCRAFT, INCORPORATED  
 NORTON, LILLY & COMPANY  
 [REDACTED]

15, 67, 69, 76, 87, 91, 114, 315,  
 321, 379

558, 572

657

258, 265

573, 667

532, 556, 558, 573, 612, 665, 667

353

532

236, 243

534

534, 542, 551, 606, 612, 649

511, 648

117

610, 612

15

447, 474, 676

324

258

172

563

294, 507, 508, 515

456, 573, 667

573

670, 671, 672, 687, 688, 689

648

532, 534, 597, 600, 657, 670, 671,  
 672, 687, 688, 689

385

323

83, 182, 184, 185, 186, 308, 309,

375, 537, 603

438

14, 79, 253

271

20, 23, 26, 172, 223, 259

599

534, 606

649

172, 258, 260

599

558, 572

[REDACTED]	130
OIL BURNER CONTROL	53
OLDWOOD, INCORPORATED	612
ONG AIRCRAFT CORPORATION	259
OREGON SHIPBUILDING COMPANY	534, 597, 606
"OUT OF THE NIGHT"	543
PACER AIRCRAFT COMPANY	259
PACIFIC BRIDGE COMPANY	574
PACIFIC CAR & FOUNDRY COMPANY	574
PACIFIC DRYDOCK & REPAIR COMPANY	574
"THE PAMPHILETEER"	177
PAN AMERICAN AIRWAYS	188
PAN ATLANTIC CORPORATION	611
[REDACTED]	190
[REDACTED]	191, 257
[REDACTED]	6, 7
[REDACTED]	191, 192, 210, 231
PASSED AIRCRAFT CORPORATION	259
PEGASUS CLUB	622
[REDACTED]	563
[REDACTED]	39
[REDACTED]	448, 463, 581, 597
[REDACTED]	563
PETROLEUM SHIPPING COMPANY, LTD.	607, 649, 683
PHILLIPS AVIATION COMPANY	224, 259
PIPER AIRCRAFT CORPORATION	261
[REDACTED]	127, 144, 149
POLARINE FISHERIES, INC.	649
POLICE PRESIDUM ON GLOCKENGIEHSE	
WALL	16
POPULAR AVIATION MAGAZINE	209
PORTERFIELD AIRCRAFT CORPORATION	261
PORTO RICO LINE	612
[REDACTED] (Montreal)	20, 22, 25
POUND, ARTHUR	425
PRATT & WHITNEY	20, 23, 26, 164, 172, 266, 456, 561, 585

[REDACTED] (Spec. Agt.)

148, 151, 153, 154, 158, 163, 177,  
194, 204, 211, 229, 232, 238, 239,  
241, 243, 244, 246, 251, 256, 269,  
278, 281, 282, 284, 285, 288, 289,  
296, 302, 315, 317, 320, 325, 329,  
334, 338, 339, 345, 350, 367, 368,  
371, 372, 373, 376, 377, 379, 380,  
391, 395, 396, 404, 405, 407, 410,  
412, 413, 414, 416, 417, 419, 420,  
425, 427, 429, 430, 431, 432, 433,  
440, 441, 447, 455, 457, 459, 460,  
461, 474, 478, 482, 485, 486, 487,  
488, 493, 494, 499, 503, 504, 514,  
517, 521, 527, 530, 531, 536, 540,  
541, 545, 546, 549, 550, 566, 568,  
575, 576, 584, 585A, 601, 609, 616,  
617, 633, 634, 635, 636, 640, 644,  
651, 652, 654, 659, 665, 666, 676,  
681, 689, 690

PRICE, W. T. DREDGING CORPORATION

611  
144, 149  
463  
165  
613, 694

PUBLIC RELATIONS BUREAU

PUMP ENGINEERING SERVICE CORP.

PUSEY & JONES CORPORATION

"QUICK ACTION NAVIGATING CAMERA"

502

R. C. A.

24

R. K. O.

75

[REDACTED]

254, 301

RADIO KEITH ORPHEUM CORPORATION

311, 359

RADIO OPERATOR'S MANUAL

21

RADIO TELEVISION MAGAZINE

67

RANGER ENGINEERING CORPORATION

265

RANTZAU

(See Nicholas Ritter)

[REDACTED]

603

RANTZAU, NICHOLAS

(See Nicholas Ritter)

REALSILK HOSIERY MILLS

92, 95, 96, 101, 108, 118, 120

REARWIN AIRCRAFT & ENGINE, INC.

259

"IN THE REGION OF BILLIONS OF CYCLES"

502

[REDACTED]

535

[REDACTED]

467

[REDACTED]

(See [REDACTED])

REXINGTON ARMS COMPANY

512

RENKEN (Dr.)

(See Nicholas Ritter)

REPUBLIC AVIATION CORPORATION

115, 172, 221, 224, 260, 414, 584

REUPER, CARL (Heubner)

290, 331, 346, 360, 390, 392, 437,  
441, 443, 448, 451, 452, 453, 520,  
526, 568, 570, 619, 637

[REDACTED] (phonetic)

577

83, 84

259

282, 289

202, 208, 286, 290, 294, 331,

390, 520, 556, 557

RIES HAT STORE

557

"RINER WATER LIGHT"

501

RITTER, HANS

68, 118, 190, 209, 565, 602

RITTER, NICHOLAS

6, 7, 8, 9, 10, 15, 18, 28, 39,

55, 59, 62, 64, 78, 79, 80, 98, 109,

113, 125, 153, 155, 185, 226, 235,

295, 337, 374, 467, 538, 539, 603

ROBBINS DRY DOCK COMPANY

290, 694, 678, 683

ROBERTSON CURTISS WRIGHT

261

ROBIN LINE

555, 606, 638

ROEDER, E. M.

14, 15, 16, 19, 22, 37, 38, 54, 55, 56,

57, 58, 61, 62, 63, 64, 65, 66, 76, 81,

82, 83, 84, 92, 93, 94, 101, 108, 109, 107,

110, 111, 121, 123, 124, 125, 126, 127,

128, 130, 142, 143, 145, 147, 148, 149,

150, 151, 160, 161, 167, 180, 181, 182,

183, 194, 195, 198, 203, 205, 209, 212,

213, 236, 237, 239, 246, 247, 253, 269,

270, 271, 286, 287, 288, 299, 317, 318,

322, 323, 324, 329, 330, 336, 337, 339,

340, 345, 349, 350, 351, 352, 355, 356,

357, 358, 361, 365, 367, 369, 370, 371,

372, 373, 376, 377, 379, 380, 381, 384,

385, 387, 391, 397, 398, 411, 418, 424,

425, 427, 429, 433, 434, 438, 440, 442,

446, 454, 455, 461, 473, 486, 487, 493,

546, 580, 583, 640, 685, 690

649

612

449, 514, 529, 530, 534

170, 175, 177, 190, 292

259

4, 5

292, 326

b7C ROOSEVELT (Pres.)

ROSE AEROPLANE & MOTOR COMPANY

ROTHSCHILDS  
ROYAL EXCHANGE ASSURANCE CO.  
ROYAL MAIL LINE  
ROYAL PETROLEUM CORPORATION

[REDACTED]  
RUMRICH  
RYAN AERONAUTIC CORPORATION  
[REDACTED]

SAGUNAY TERMINALS, LTD.  
ST. LOUIS AIRCRAFT CORPORATION  
ST. MARY'S HOSPITAL  
SAN JUAN SHIPPING COMPANY  
SANDEL (or Sanders), HAUFMAN  
(Capt. Sandel)

SANDERS  
SANDHOUSE, A.  
[REDACTED]

SCHADE, MARTIN  
[REDACTED]

SCHLAWATSKY  
[REDACTED]

SCHNEIDER  
SCHUH, GEORG

[REDACTED]  
SCOTT-PAINE, HUBERT  
SEAS SHIPPING COMPANY  
SEATTLE-TACOMA SHIPBUILDING CO.  
SEBOLD, HUGO  
SECURITIES SERVICE COMPANY

[REDACTED] (?)  
[REDACTED] (?)  
[REDACTED]

SHAIN MANUFACTURING COMPANY  
[REDACTED]

SHELL OIL COMPANY  
SHIFFMANN, H.  
SHIPBUILDING & DRYDOCK COMPANY

236, 243  
559  
511, 648  
612, 613  
286  
61, 304, 319  
94, 446  
172, 221, 224, 259  
291, 295, 322, 346

611, 657  
224, 259  
6  
534

(See Heinrich Sorau)  
(See Heinrich Sorau)  
327  
377, 380, 381, 385, 391, 397, 580  
647, 654  
94, 446  
294  
(See Adolph Henry August Walischewski)  
500  
601  
98  
596, 619, 658, 661, 668, 677, 683,  
685, 686, 687, 691

685  
272  
529, 607  
599, 611, 657  
534, 551  
(See Heinrich Sorau)  
103, 152, 310, 311, 328, 357, 359,  
364, 395, 401

616  
616  
128, 129, 153, 155, 159, 163, 137, 143, 144,  
155, 180, 181, 198, 362, 395, 400, 408,  
432, 445, 458, 517, 519, 580, 676

657  
534  
613  
327  
551, 607

SHIPS:

AAGTEKERK	656
AARON WARD	669
ABNER READ	654, 669
ACADIA	667
ADA	656
ADELLEN	554, 560, 575, 584
ADMIRAL	547
ADVANCE	547, 566
AFRICAN COMET	694
AFRICAN METEOR	694
AFRICAN PLANET	694
AGIOS GEORGIC IV	547, 566
AGNITA	416, 430, 433
AHMO	547, 566
AIDINA ALDANOV	560, 585
ANGELA III	649
ALABAMA	670, 688
AIAR	632, 652
ALASKA	672
ALPACORE	672
ALBANY	671
ALBERT L. ELLSWORTH	615, 645, 668, 681
ALCOA PATHFINDER	610
ALCOA PATRIOT	654
ALCOA PILGRIM	654
ALCOA PIONEER	654, 667
ALCOA PROSPECTOR	667
ALCOA PURITAN	654
ALDEMOND	547, 560, 584
ALDER	532, 693
ALDERPOOL	604, 635
ALEXDRA HOEGH	615, 645
ALCONQUIN	235, 607, 649, 683
ALTENA IEVARNO	585
ALAZONE	588, 615, 618, 639, 645, 660
AMBERJACK	672
AMERICA	141, 202, 242, 254, 287, 289, 290, 320, 342, 377, 389, 390, 424, 436, 437, 458, 464, 482, 483, 487, 506, 507, 515, 520, 528, 529, 532, 612, 675, 684

SHIPS: \* Continued

AMERICAN BUILDER	653
AMERICAN LEADER	653
AMERICAN LEGION	532, 612
AMERICAN MANUFACTURER	653
AMERICAN PACKER	653
AMERICAN PRESS	653
ALICI II	649
ALMAN	424
ALLEN	654, 669
ALPETCO	588, 617
AMSTERDAM	671, 689
ANDALUCCA	618
ANDREW LEE	692
ANGLER	673
ANGONLEME	559
ANITA	639
ANNA	493, 521, 530
ANNA T.	656
ANNISTON CITY	615, 645
ANTHONY	670
ARABIAN PRINCE	604, 635
ARAGON	589, 616, 656
ARCADIA	692
ARGENTINA	518
ARGO	616
ARGON	612, 615, 645
ARGOS HILL	638, 659
ARIZONA	559
ARKANSAS	483, 487
ARLIS	693
ARTEMIS	511, 648
ARUBA	604, 635
ASATANIA	693
ASCOKOT	555, 575
ASCUPOT	655
ASIRI	549
ASKILD	588, 617
ASKOT	655
ASTREA	589, 616, 639, 660
ASTRI	588, 617
ATLAND	249
ATLANTA	551, 671, 688

SHIPS: - Continued

ATLANTIC	477, 478, 486, 488, 632, 652
ATHELVIKING	650
ATLENA LEVARNO	560
AURI	554, 560, 575, 584
AURORA	598
AUSTVINGEN	639
AVALON	692
AXLEC	692
BACCHUS	615, 632, 645, 652
BACCI	649
BACHE	669
BAILEY	669
BEJAMAR	463, 475
BAKERSFIELD	512, 547
BALINKAR	632, 650
BALLA	639
BALKIS	605, 636
BALTIMORE	611, 671, 689
BANCROFT	669
BANGU	648
BANCUS	511
BARB	672
BARSHAW	673
BARTON	669
BAYARD	615, 639, 645, 660
BAYOU	533
BEALE	669
BEATTY	654, 669
BEBRAY	248, 279
BELIN D. ESNAMBUG	615, 645
BELL HAVEN	511, 648
BELLEMINA	456, 510
BELLERAPFON	416, 430, 433
BENCAS	639, 660
BENNETT	464, 669
BENSALEM	610
BERGANGER	248
BERURY	511, 648



SHIPS: - Continued

BETAN	639
BETANOURIA	660
BILIXI	672
BIRMINGHAM	672, 689
BISCAYA	416, 430, 433, 588, 618
BLACK CONDOR	573
BLACK EAGLE	534, 640
BLACK FALCON	534, 573
BLACKFISH	673
BLACK GULL	524, 573
BLACK HAWK	534
BLACK HERON	463, 475, 485, 488, 573
BLACK OSPREY	573
BLACK TERN	573
BLIK	660
BLOWERSDYK	485, 488
BLUEFISH	673
BLUEGILL	673
BLUE WATER	692
BOHIA	656
BOMBA	588, 618
BON HOMME RICHARD	671, 688
BONEFISH	673
BONITA	692
BOSTON	671
BOSTON CITY	631, 651
BOSYJKA	651
BOTAVEN	504,
BOTAVOM	492
BOYD	670
BOYLE	669
BRADDOCK	456, 510,
BRADFORD	670
BRACANZA	656
BRAGETLAND	561, 571, 585, 585b
BRASTAGI	588, 618, 655
BRAZIL	300

SHIPS: - Continued

BREAM	673
BREDYK	560, 585
BREEZIN' THRU	692
BREHEN	127, 143, 180, 445, 646, 654
BREWERTON	456
BRISTOL	552, 669
BRISTOL CITY	650
BRITAMAR	588, 618
BRITANNIC	227, 232, 547, 599
BRITISH PRINCE	588
BRITISH VALOUR	632, 651
BROWN	670
BROWNSON	669
BRUNSWICK	655
BUCCANEER	693
BUCHANAN	669
BUESTEN	588, 618
BUFFALO	671
BUNKER HILL	671, 688
BUSH	654, 669
CABOT	671, 688
CAMBRIA	236, 243
CANADIAN CRUISER	594
CAPE COD	683
CAPE LAY	610
CAPE SAN MARTIN	598
CAPIRA	685
CAPITANA	692
CAPPS	613, 670
CAMERONIA	599
CARDINA	587, 617
CARDITA	554, 560, 575, 584, 588, 616
CARMONA	587, 617
CASSIGIR	588
CASSIMIR	617
CASTOR	588, 618, 653
CATAHOULA	615, 645
CAVALIA	673
CELINA	599
CERINTHUS	604, 635
CERO	673

SHIPS: - Continued

CHAMPLAIN	153, 154, 176, 190, 199
CHAMPLIN	669
CHARRETTE	669
CHATEAU THIERRY	464, 678
CHELSEA	551
CHESTER O. SWAIN	683
CHEVALIER	670
CHEYENNE	671
CHINA STAR	598
CHOCTOWS	612
CHRISTIAN HOLM	651, 655
CISS	571, 585B
CITY OF CALCUTTA	549
CITY OF CAPE TOWN	560, 585
CITY OF DELHI	631, 651
CITY OF EDINBURGH	560, 585, 604, 635
CITY OF GLASGOW	638, 650, 659
CITY OF KELLUNG	638, 659
CITY OF LOS ANGELES	542
CITY OF SAN PEDRO	481
CLAIRTON	456, 510
CLARE LILLY	668, 681
CLEOPATRA	692
CLEVELAND	671, 688
CLIFENA	477
CLIFFORD	611
CLIONA	478
COAGAN	512
COBIA	673
COCHRAN	547, 566
COCKAPONSET	456
COCHAWEE	606
COCORADO	649
COD	673
COLABEE	615, 645, 649
COLORANDAN	640
COLUMBIA	639, 671, 689
COLUMBIA EXPRESS	656
COLUMBUS	671

SHIPS: - Continued

COLMANCHE	612
COMET	573
COLLIER CUBA	640
CONNER	669
CONSECO	692
CONTE SAVOIA	153, 159
CONTENT	692
CONVERSE	670
CONWAY	670
CONY	670
CORONET	542, 694
CORSAIR	692
CORVINA	673
COTATY	511, 648
COWELL	670
CRANFORD ELLIS	656
CRISPIN	248, 278,
CROAKER	673
CRUSADER	532
CRIJNSSEN	632, 652
CUNENO	645
CURIA	639
CURLEW	692
DACE	673
DALLINGTON COURT	477, 478,
DALVANGEN	668, 681
DALY	669
DANORA	693
DARDANUS	632, 651
DARTER	673
DAVID W. TAYLOR	613, 670
DAYTON	671
DEA	668, 681
D. EDUARD JEREMAC	566
DEHAVEN	670
DELFTDYK	227, 232, 248, 278
DEMPO	492, 523, 537, 579
DENVER	671, 688
DES MOINES	671
DEUTSCHLAND	1, 197
DICHSADEE	692
DIXIE	606
D. L. HARPER	638, 659
DOCTOR BRINKLEY	693

SHIPS: - Continued

DOGWOOD	679
DOLPHIN II	693
DOMINO	615, 640, 645
DONALD McKAY	532, 694
DONAX	554, 560, 575, 584
DORADO	673
DOROTHEA	523, 537
DRIFTWOOD	693
DRUM	673
DUEA	667
DUBRAVKA	615, 645
DUESANT	558
DULUTH	671
DUNCAN	669
DUNSELY	655
DUTCH DELPO-	503
EASTERN GUIDE	598
EASTERN STAR	632, 652
EATON	670
EDAM	604, 635
EDENTON	611
EDGEFIELD	456, 510
EDISON	551, 573
EDMAR	693
EDMUND B. ALEXANDER	464
EDUARD JOREMAC	547
EGEVIA	694
EGOPHOCLES	584
EGREMONT	512
E. H. BLUM	682
ELEE	605, 636
ELCO TORPEDO BOAT	669
EIDENA	657
EL-DIA	611, 693
ELFREDA	692
ELINK	571, 585b, 639, 660
ELIZABETH	163, 360, 371
ELIZABETH KELLOGG	588, 617
ELLYSON	552, 669
EL VALLE	611
ELWOOD	615, 645

SHIPS: - Continued

EMBASSAGE	655
EMMA ALEXANDER	650
EMONS	670
EMPIRE	604, 635
EMPIRE ATTENDANT	655
EMPIRE CARIBOU	588, 616
EMPIRE PENGUIN	477, 478, 485, 488
EMPIRE SEAL	638, 659
EMPIRE SWAN	668, 681
ENTROPY	692
ERICUS	588, 617
ERICSON	551, 654
ESSEX	671, 688
ESSO BELGIUM	605, 636, 655
ESSO BOLIVAR	605, 635
ESSO COPENHAGEN	587, 617
ETTRICKBANK	655
EUGENIA CHANDRIS	656
EUGENIE LIVANAL	632
EUGENIE LIVANOS	652
EUREKA	417, 430, 433
EVANS	613, 670
EVELYN R II	693
EVITA	547, 566
EXCALIBUR	681
EXCAMBION	170, 228, 338, 342, 500, 510, 647
EXECUTER	600, 633
EXEHESTER	598
EXILONA	588, 617
EXILONA	600, 633
EXIRIA	588, 617, 682
EXMOOR	611
EXOCHORDA	293, 297, 302, 304, 327, 366, 388, 491
EXPORTER	615, 645
EXTON	615, 645
FALNA	668
FAR	615, 645
FARENHOLT	669
FARGO	671
FAVORIT	635, 656
FAVORITE	605
F. D. ROSEWOOD	655
FENIX	588

SHIPS: - Continued

FENYA	656
FERGLEN	549
FERRI	547, 566
FERNCASTLE	571, 585a
FERNPIANT	571, 585a
FERNWOOD	416, 430, 433
FIDRA	549, 588, 617
FINBACK	673
FITCH	464, 669
FLAMA	681
FLASHER	673
FLETCHER	552, 669
FLILR	673
FLINT	671, 689
FLORA	589, 616, 668, 681
FLORIDA	587, 617
FLOUNDER	673
FLYINGFISH	673
FOOTE	670
FORREST	464, 669
FORT AMHERST	456, 548, 566, 639, 660
FORT OF FRANCE	559
FORT HUNTER	560, 585
FORT ROYAL	588, 617, 651
FORT TOWNSEND	548, 566
FRANKLIN	671, 688
FRED MORRIS	598
FREEDOM	693
FREJA	549
FRISCO	615, 645
FRONTENAC	668, 681
FRUMAIRE	615, 645
FULLAM	464, 669
G. MURLEY	481
GABILAN	673
GALVESTON	672
GAPAROEIA	492, 504
GAR	672
GARNES	615, 645, 656
GATO	672
GEREA	481
GEORGE WASHINGTON	373, 483, 487, 532

SHIPS: - Continued

GEORGIS IV	571, 585a
GEORGIC	547, 554, 555, 560, 566, 575, 599
GERASSIMOS VENEDOTIS	587, 617
GERNA	616
GEZINA	588, 618
GIESUM KING	632, 651
GIPSUM PRINCE	668, 681
GLORIA	549, 587, 617
GOPHOCLES	555, 560, 575
GRAMPUS	672
GRAYBACK	573, 672
GRAYLING	673
GRIMLING	672
GRINA	656
CREMADIER	673
GROUPLER	672
GROWLER	672
GRUNION	672
GUADELOUPE	632, 652
GUAM	672
GUARDFISH	672
GUEST	464, 669
GUDNAR	588
GUIMBA	511, 648
GULFPENN	588, 617
GUNNEL	673
GUNNER	692
GUNDERSEN	615, 639, 645
GUNENE	547, 566
GURNARD	673
GYPSEY	692
HACKBERRY	654
HADA COUNTY	656
HADDO	673
HADDOCK	673
HAINOT	612
HADJIPATERA	632
HAYE	673
HALCYON	692
HALIBUT	673
HALLIGAN	669
HALONIA	692



SHIPS: -- Continued

HAIDA	683, 693
HAMILTON	552, 669
HANCOCK	671, 688
HANS ECLDE	605, 636
HANSA	84, 94, 350,
HARADEN	669
HARALDSVANG	639, 660
HARDEN	587, 617
HARDER	673
HARWICH	693
HAVLDG	615, 645
HAVORN	639, 656
HAWAII	672
HAWAIIAN MERCHANT	597
HAWAIIAN PACKER	597
HAWAIIAN PLANTER	597
HAWAIIAN SHIPPER	597
HAZELWOOD	654, 669
HEBE	599, 616
HECTOR	615, 632, 645, 650
HECTORIA	523, 537
HEERMAN	654, 669
HEINA	248, 279, 656, 668, 681
HELDEN	668, 681
HELLEN	668, 681
HERMAN WINTER	611
HERMES	656
HENRY S. GROVE	645, 615
HERRING	673
HERSTEIN	560, 571, 584, 585a
H. F. ALEXANDER	650
H. H. ROGERS	640
HI ESPARO	607, 658, 693
HICHO	511, 643
HIRONDELLE	534, 649
HISMAILAH II	542
HOECH GIANT	588, 618
HOE	673
HOEL	654, 669
HOERDA	248, 278, 292, 517
HORNET	456, 671, 688
HUDSON	464, 669
HUILZILOPOCHTLI	693
HUMBOLDT	464
HUNTER LIGGET	611

SHIPS: - Continued

HUNTINGTON	671
HUTCHINS	464, 669
HVOSELF	547, 566
IBERVILLE	600, 633
ICARION	639
IDA BAKKE	638, 659
IDPAET	615, 645
IGNOR	615, 645
IMAPION	523, 537, 579
ILE DE DUESSANT	558
ILE DE FRANCE	227, 232
ILE DE USA	558
ILLINOIS	670, 688
INDIA PRINCE	659
INDIAN PRINCE	632, 638, 651
INDIANA	670, 687
INDIER	588, 616
INDUSTRIA	639
INGER FEM	615, 645
INGRAHAM	613
INGRID	588, 618, 639, 660
INTREPID	671, 688, 692
INVINCIBLE	511, 648
IOWA	670, 687
IRISBANK	588, 616
IROQUOIS	556
IRWIN	610, 667
ISHERWOOD	669
ISLE DE RE	656
IVARAN	538, 618
JACK	673
J. A. MOWINKEL	640
JACOB RUPPERT	512
JACOX	533
JADDEN	510
JAN	656
JANRAN	481
JAPARA	547, 560, 566, 571, 585, 585a

SHIPS: - Continued

JAMES LYKES	598
JAVANESE PRINCE	493, 503
JEAN JADOT	227, 238, 248, 278
JERKINS	552, 669
JOANNE	692
JOHANNESBURG	588
JOHN D. HENLEY	613, 670
JOHN R. HARNAY	611
JOHN LYKES	551, 598
JOHN P. PEDERSEN	668, 681
JOHN WORTHINGTON	649
JOSEPH LYKES	598
JOSEPHINE	615, 645
JOSIAH DACY	597, 617
JULIA ELEANOR	481
JUNEAU	551, 671, 688
KADEATA	650, 655
KAIKARA	604, 635
KAIPAKI	638
KAIKAWA	571, 585a
KAITUNA	227, 238, 248, 278
KARTHION	615, 645
KASSANIFA LOULOUIS	492, 521
KATENDRECHT	588, 618
KATINGO	632
KATINGO HALJIPATERA	587, 617, 652
KATOURA	693
KEARNY	598
KEARSAGE	671, 688
KENT	278, 610, 667
KENTUCKY	600, 670, 688
KEXHOLM	547, 566
KEYSTONE	615, 645
KIMBERLY	669
KINGFISH	673
KING GEORGE V	515, 519, 525, 530, 536, 543, 579, 596
	619
KIRSTEN B.	588
KIRSTEN B. GODVAR	618
KOLSNAPEN	605, 635
KOOLNAREN	639, 660
KOXYONG III	693

SHIPS: - Continued

KORSHOIM	656
KUSCOS II	632, 652
KOTA CEDE	248, 278
KOTANOPAN	615, 632, 645, 650
KOTA TJANDI	632, 650
KRISTIANFJORD	589, 617
KUPA	656
LAERTES	588, 618, 639, 660
LAFAYETTE	615, 645
LATFEBY	654, 669
LAIF	571, 585b,
LANE PATHEAX	533
LANE TRAVERSA	587, 617
LANDSOMNE	669
LAPON	673
LARDNER	669
LASSILL	485, 488
LAURECO MARQUES	547, 566, 640
LA VALLETTE	552, 669
LEDA	667
LEIESTEN	656
LEISEFJORD	615, 645
LEOPOLD L. D.	558, 656
LESLIE J. FULTON	481
LEXINGTON	683
LIBERTY	611
LIDO	639, 656
LILLOUNVOR	615, 645
LIMA	588, 617
LINA PATCOVE	587
LINDVANGEN	615, 645
LIONA	486, 488
LIPSCOMB LYKES	598
LISTA	638, 659
LOCUST	573
LONE STAR	601, 633
LOORDAM	651
LORAIN	456, 510,

SHIPS: - Continued

LOTOSLAND	693
LOUISIANA	670, 688
LOWE TRALINGS	611
LUCE	669
LUDLOW	654, 669
LUNA	615, 632,, 645, 652
LUSCO	588, 617

SHIPS: - Continued

MAASDAM	655
MACHIGANNE	692
MACKEREL	672
MACOMB	670
MADOERA	588, 618
MAE	615, 645
MACMILLD	639, 660
MAHOUT	571, 585A
MAIPAIR	632, 651
MAINE	670, 688
MAIRA	639
MAJESTIC	421
MAKENA	587, 617
MAKHODA	693
MAKITT	632, 652
MALAY	615, 645
MANCHES TER	672
MANCORE	587, 617
MANHATTAN	12, 130, 134, 135, 136, 143, 145, 149, 152, 168, 170, 175, 177, 180, 181, 192, 198, 201, 203, 209, 210, 237, 239, 242, 243, 252, 279, 298, 371, 450, 526, 528, 577, 595, 644, 656, 694
MANUKA	640
MAPIA	589, 616, 655
MARATHON	639
MARAVAI	692
MARCA	248, 279
MARIA DOLORES	692
MARIA SPRINGBUCK	512
MARINA	613
MARIT	589, 604, 605, 616, 636
MARKLAND	456, 513
MARKLUND	548, 566, 604, 635, 668, 681
MARLIN	673
MARNAX ST. DE ALDEGONDE	571, 585A, 604, 635
MARSODAK	649
MARTIN BAKKE	632, 638, 652, 660
MARTINELICH	481
MARU	104
MARY	534
MARYMAR	588, 617
MASCOTTE	692
MASSACHUSETTS	670, 688
MATACORDA	464

SHIPS: - Continued

MATCOVE	617
MATTOLE	542
MAUD	615, 645
MAUD AND BILL	632, 652
MAURETANIA	75
MC CALLA	669
MC CORD	654, 669
MC INA	588
MEADE	669
MEDEA	589, 616, 668, 681
MEDINA	587, 617
MELINA	618
MERCER	456
MERCER VICTORY	611
MERCHANT PRINCE	655
MERCIER	227, 238, 248, 278
MEREDITH	669
MERIDA	587, 617
MERKER	510
MEROPE	615, 645, 656
MERVINE	669
MEVANIA	613
MIAMI	672
MICHIGAN	559, 640
MILLER	654, 669
MINGO	673
MIRLO	588, 618, 655
MISSOURI	670, 687
MOBILE	672, 689
MOIRA	656
MOJA	464
MOLDA	639, 656
MOLDANGER	523
MONASSES	511, 648
MONSOON	693
MONT AGEL	615, 645
MONT EVEREST	558
MONTANA	670, 688
MONTVIDEO	615, 645
MONTPELIER	671, 689
MONTROLITE	638, 659
MORMACMAIL	653
MORMACSEA	667
MORSKA WOLA	477, 478

SHIPS: - Continued

MOUNT HELMAS	656
MOUNT KYLLENE	656
MOUNT TAYSETUS	492, 517
MUNARCO	610, 667
MURPHY	669
MUSKALLONGE	673
MUSKEETA	542
MYRIAM	615, 645
N. ELDRIDGE	481
NAGU	588, 617
NAKHODA	532
NAPARO	693
NEMANJI	566
NEREUS	611, 657
NETI	417, 430, 433, 639
NEW AMBASSADOR	481
NEW BOL	481
NEW CONTE DE SAVOI	481
NEW EXAMPLE	481
NEW HAMPSHIRE	670, 688
NEW HAVEN	671
NEW JERSEY	670, 687
NEW ORLEANS	456
NEW TEXAS	571, 585B
NEW YORK	197, 649
NEW YORK CITY	650
NEWARK	671
NEWCOMB	669
NEWTON, U. S. S.	667
NIAGARA	658
NICHOLSON	669
NICHOLAS	645, 669
NICHOLAS CUMENO	615
NIDARDAL	588, 618, 639
NOCKUM	511, 648
NOMANJI	547
NORBRYN	632, 652, 668, 681
NORDVANGEN	589, 617
NOREEN	481
NORMANDIE	158, 558
NORUNA	605, 636
NORTH CAROLINA	670, 687
NORTH KING	533, 549



SHIPS: - Continued

NORTH STAR	481
NORTHLAND	612
NOTOS	668, 681
NOW LISTEN	542
NUEVA	618
NUEVA ANDALUCCA	588
OAKLAND	654, 672
O'BANNON	669
OGNA	547, 566
OGANTZ	657
OHIO	670, 688
OKLAHOMA CITY	672
OLGA	615, 640, 645
OLAF BERGH	656
ONRUST	572, 693
ONWEGO	692
ORION	693
ORISKANY	671, 688
ORIZABA	611, 653, 667
OROPUS	632, 652
OSCILA	604, 635
OSKAWA	511, 648
OWEN	654, 669
PACIFIC	485, 488, 542
PACIFIC GROVE	604, 659, 638, 635
PACIFIC OAK	599, 665
PACIFIC PRESIDENT	604, 635
PACIFIC REDWOOD	456, 510
PACIFIC SHIPPER	604, 635
PADDLE	673
PAIPAKI	659
PANAM	587, 617
PANAMANIA	248, 279
PAN AMERICAN	532, 611
PAN NORWAY	605, 636
PANAMA FLAGE	571
PANDIA	547, 566
PARGO	673
PARKER	669
PARMA	588, 617
PASADENA	671, 689

SHIPS: -- Continued

PASTEUR	182, 194
PATRAI	549
PEGASUS	532, 693
PEMBERTON ( OR PENNINGTON)	74
PENELOP	566
PENELOPE	548
PENOBSCOT	611
PEP	572
PERCIVAL	552, 669
PEREIRA	615, 645
PETER KERR	601, 633
PETO	674
PREMIUS	523, 537
PHILIP	669
PITTSBURGH	671, 689
PLAVNICK	656
POGY	674
POLARINE	649
POLARIS	694
POLARLAND	656
POLLUX	632, 652
POLYBIUS	601, 633, 657
POLYCASTLE	588, 618
POLYPHEMUS	616
POLYP HOMUS	588
POMPON	674
PONCE	534, 615, 645
POOPOOFLEE	693
PORT ANTONIO	615, 645
PORT HUNTER	248, 278
PORT MELBOURNE	571, 585A
PORTLAND	533
POSEIDON	615, 645
PRAVAHARA	589, 617
PRESIDENT FILLMORE	640
PRESIDENT GARFIELD	665
PRESIDENT GRANT	532
PRESIDENT HAYES	600, 633, 640, 665
PRESIDENT JACKSON	532, 665
PRESIDENT JEFFERSON	532
PRESIDENT MC KINLEY	532
PRESIDENT MONROE	665
PRESIDENT ROOSEVELT	464, 517, 532, 612
PRESIDENT VAN BUREN	394
PRIMO	547, 566, 656
PRINCESS ARLENE	668, 581

SHIPS: - Continued

PRINS WILLEM II	656
PRINS WILLEM VON ORANJE	656
PRISILL	649
PRIVLAV	587, 617
PROTEUS	587, 617
PROTEUS	611, 657
PROVIDENCE	672
PULITO RICO	672
PUFFER	674
POTNAM	654, 670
POTNICK	587, 617
PYGMALLAN	588, 616
QUAKER CITY	615, 645
QUEEN ELIZABETH	227, 230, 249, 278, 290, 354, 363
QUEEN MARY	354, 363, 599
QUEEN OF SCOTS	694
QUICK	669
QUINCY	483, 487
RADFORD	552, 669
RADLANSO	656
RAINBOW	611, 653
RALONA	692
RANDOLPH	671, 688
RANLEY	694
RASKER	674
RASKAR	547, 566
RATON	674
RAY	674
REBAOL	674
REDFIN	674
REDWOOD	611
REGENT PANTHER	650
REINHOLD	632, 652
RELIANCE	180
RENO	654, 672
RENSHAW	669
REUBEN TIPTON	598
REX	89, 153, 159, 176, 679
REXENOR	651
REXENOR	631
RINGGOLD	669

SHIPS: - Continued

RIO NOVO	555, 575
RITA	615, 645, 668, 681
ROBIN DONCASTER	606
ROBIN GOODFELLOW	600, 633
ROBIN KESTERLING	606
ROBIN LOCKSLEY	606, 615, 638, 645
ROBIN SHERWOOD	606
ROBIN TUXFORD	606
ROBIN WENTLEY	606
ROCHESTER	671
ROCK	674
RODIAN	552, 669
ROOSEVELT	355, 515
ROMNEY	542, 606
RONIN	560, 585
ROSEWIE	485, 488
ROYAL CROWN	492, 504
ROYAL DUBHEM	560, 585
ROZENIE	632, 652
RUMBER	673
S. ASHLEY	481
SACCARAPPA	533
SAGINAW	510
SABALE	598
ST. JOHN	667
ST. LOUIS	143, 180
ST. PAUL	671, 689
SAMARIA	75, 248, 249, 278, 416, 430, 433, 599
SAMOA	672
SAMONA II	693
SAN ANDRES	571, 585B
SAN DIEGO	671, 688
SAN FELIX	588, 616
SAN JUAN	534, 671, 688
SANDLEWOOD	654
SANT DOMINIQUE	559
SANTA FE	671, 689
SANTOS	589, 617
SARAAS	655
SARATOGA	303, 305, 317, 320, 331, 683
SARITAR	693
SAUFLEY	552, 669
SAWFISH	673
SCAMP	673

SHIPS: - Continued

SCANDIA	651, 655
SCHROEDER	669
SCORPION	674
SCORTON	549
SCYTHIA	248, 249, 278, 599
SEA BREEZE	481
SEA ROBIN	606
SEA ROVER	481
SEA WOLF	694
SEATRAN NEW JERSEY	678, 682
SEATRAN NEW ORLEANS	678
SEATRAN TEXAS	678
SEATTLE SPIRIT	601, 633, 657
SEINILIA	243
SHAD	673
SHUTLE	542
SIBONEY	388, 405, 474, 500, 528, 577, 578, 585B, 610, 659, 660, 661, 666, 667, 668
SIGSBEE	669
SILVERBELLE	588, 616
SILVERCEDAR	571, 585A
SILVERSIDES	674
SILVERWALNUT	651
SINIERA	236
SINNINGTON COURT	477, 478, 485, 488
SIR THOMAS J. LIPTON	532
SIRANGER	615, 645
SKARAS	638, 659
SKOTTLAND	615, 645
SLASK	463, 475
SLIPSTREAM	606
SLOTTERDYK	588, 616
SNOOK	674
SOEBELI	632, 652
SOEKABOEMI	655
SOLBRITT	640
SOMMELSDYK	554, 575
SOMMERSTAD	588, 618
SONGA	649
SORVANGEN	639, 656
SOUTH DAKOTA	670, 687

SHIPS: - Continued

SOUTHERN SEAS	692
SPARTAN	164, 481
SPENCE	670
SPINDRIFT	693
SPONDILUS	463, 475
SPRINGFIELD	671, 689
SPOKANE	654, 672
STANWELL	604, 635
STAR OF ALEXANDRIA	639, 660
STAR DUST	534
STARTSTONE	604
STELLA POLARIS	693
STEELHEAD	674
STEPHEN POTTER	654, 670
STINS RAY	606
STRONG	670
STYLIANOS CHANDRIS	632, 652
SUDERAY	588, 618
SUMAR	611, 649
SUNFISH	674
SUSAK	547, 566
SWIFT ARROW	612
SYBARITA	693
SYCAMORE	679

SHIPS: - Continued

TALINIA	588, 618
TADOR	639, 660
TACHEE	638, 659
TAISHAN	668, 681
TAI YIN	655
TAI YUN	639
TALLAHASSEE	671, 689
TALYONG	549
TALEKLANE	639, 660
TALPICO	588, 617
TANGO	679
TARIFA	547, 555, 566, 575
TARN	668, 681
TATRA	589, 617, 639, 660
TAWALI	248, 273
TAYLOR	670
TEMPLE II	649
TERRY	670
THATCHER	670
THEDLIN	611
THEOMITOR	615, 645
THISLEGLEN	547, 566
THOMAS H. WHEELER	683
THREE BAYS	692
THREE STAR	481
TIBERIUS	615, 645
TICONDEROGA	688
TINGEY	654, 670
TITANIA	668, 681
TOIASA	639, 660
TOLEDO	589, 617
TOORAK	632, 651
TOPEKA	671, 689
TORNAY	656
TORNEY	639
TORONTO	547, 566
TORRENS	571, 585a
TORRES	612, 667
TOTANT	510
TOWNSEND	456, 513, 639, 660
TRANSOIL	613
TRATHEN	654, 669
TREGARTHEN	655
TRICOLOR	589, 616

SHIPS: - Continued

TRIGGER	674
TRICIAW	587, 617
TROFLANGER	589, 617
TROPICUS	589, 617
TRISTAN	611
TROUPER	693
TUCSON	654, 672
TUNGSA	248, 279
TUNNY	674
TUREBY	655
TWINING	654, 670
TYP WESTERLAND	249, 278
UIESSES	549, 656
UGANA	651
VAGABOND	481
VALAR	587, 617
VARA	693
VARANGER	632, 652
VASAGOLE	561, 585
VASHON	481
VAV	605, 635
VEMA	611
VENELA	549
VERNON CITY	668, 681
VICKSBURG	672
VILLE DE ALVERS	248, 278, 371, 456, 463, 465, 475,
	588, 616
VILLE DE ARLON	227, 232, 419, 436
VILLE DE HASSELT	227, 232
VILLE DE LIEGE	249, 278, 371, 456, 547, 549, 566,
	678, 682
VILLE DE MONS	249, 278
VIM	572
VINDICATOR	481
VIRGINIAN	615, 645
VIS	549
VISLAW	605, 636
VOCO	477, 478
VOJWODA	581, 617
VOULENDAM	227, 238, 248, 278



SHIPS: - Continued

WADSWORTH	670
WAHOO	674
WALKER	670
WALLER	552, 669
WASHINGTON	13, 19, 47, 59, 197, 342, 371, 452, 456, 518, 522, 544, 545, 644, 656, 670, 687
WATSON	552, 669
WAUKEGAN	611
WAUNA	510
WECA	483, 487
WEILFIELD	632, 651
WEST CAMPAN	512
WEST CELLINA	665
WEST CHESTWOLD	657
WEST CORUM	611
WEST CRESSNEY	599
WEST IRMO	600, 633
WEST MODUS	599, 665
WEST NILUS	588, 617
WEST POCASSET	512, 555, 575
WEST RARITANS	456, 510
WEST SAGINAW	456
WEST TOTANT	456
WEST TRUSH	588, 617
WEST WAUNA	456
WESTERN CITY	511, 648
WESTERN HEAD	651
WESTERNLAND	548
WESTERN OCEAN	456, 510
WESTERN PRINCE	227, 238, 248, 278, 416, 430, 433
WESTERN WORLD	532, 612
WESTLAND	655
WHALE	674
WILD DUCK	692
WILD GOOSE	692
WILKES	669
WILKES-BARRE	672
WILLIAM C. MARDEN	612
WILLIAM HANCEN	639
WILLIAM R. GIBSON	611
WILLIAMANTIC	456, 510
WIMMINGTON	671
WILTVREDEH	639, 655
WILLIAM J. MORAN	532

SHIPS: - Continued

WINCHESTER  
WINNA  
WIDONA COUNTY  
WISCONSIN  
WISPER  
WOLOZIEW  
WOODWORTH  
WOOLSEY  
W. S. MILLER

692  
547, 566  
456, 510  
670, 688  
693  
512  
654, 669  
669  
657

XARIFA

694

YAKWILL  
YOLANDE  
YORBA LINDA  
YORIMMOORE  
YOUNGSTOWN

654, 670  
692  
607, 649, 683  
668, 681  
672

ZANDAN  
ZACIOBA  
ZAEZAM  
ZECHISTRAN  
ZOMILA LYKLS  
ZYPENBERG

588, 616  
589, 616  
589, 617  
512  
598  
615, 645, 655

[REDACTED]  
STIEGLER, ERWIN

131, 138, 252, 308  
130, 134, 135, 136, 137, 138, 139, 140,  
141, 142, 144, 145, 160, 168, 169, 170,  
175, 180, 181, 187, 192, 196, 197, 198,  
200, 201, 202, 203, 205, 206, 207, 209,  
210, 211, 229, 242, 253, 254, 255, 270,  
271, 287, 293, 294, 295, 298, 300, 301,  
304, 320, 321, 327, 328, 329, 330, 331,  
332, 334, 341, 342, 343, 344, 345, 353,  
358, 360, 361, 376, 377, 387, 390, 392,  
393, 396, 400, 404, 405, 406, 415, 424,  
435, 436, 437, 440, 443, 458, 483, 484,  
487, 495, 496, 506, 514, 515, 517, 518,  
519, 520, 521, 543, 545, 557, 577, 591,  
595, 609, 616, 633, 675, 680, 681, 685

2, 9, 10, 186  
191, 192, 193, 237

156  
616

432, 434, 435, 445, 561

552

265

331, 393

415

607

607

SOCIETY OF AMERICAN ENGINEERS JOURNAL 406

607, 612, 649, 683

184, 186, 187

294

SINCLAIR REFINING CO.

SKY MOTORS

SLOPPY JOE'S

SMITH COAL & SHIPBUILDING CO.

SNOW SHIPYARDS, INC.

SOCIETY OF AMERICAN ENGINEERS JOURNAL 406

SOCONY VACUUM OIL CO., INC.

SOHN, FRITZ

SORAU, HEINRICH (HENRY)

9, 10, 13, 14, 15, 16, 17, 18, 27, 31,  
32, 36, 37, 42, 43, 45, 47, 56, 59, 60,  
61, 66, 69, 78, 79, 80, 88, 91, 97, 98,  
99, 100, 113, 117, 131, 137, 138, 141,  
148, 155, 163, 166, 177, 183, 186, 187,  
190, 297, 299, 307, 321, 326, 335, 337,  
351, 353, 357, 363, 379, 394, 399, 401,  
415, 506, 507, 510, 512, 582

SOUTH AFRICAN LINE

SOUTH AFRICAN UNION

SOUTH ATLANTIC STEAMSHIP CO.

SOUTHERN AIRCRAFT CORP.

SOUTHERN PACIFIC CO.

"SPANNING SAN FRANCISCO BAY"

SPARTAN AIRCRAFT CO.

599

410, 418, 424

533

259

532, 611

502

259

SPERRY GYROSCOPE CO., INC.

SPONGE RUBBER PRODUCTS CO.

SPRIESCH TOOL & MANUFACTURING CO.

SPY SERVICE

STABLER, OSCAR

STADE, HEINZ

STANDARD OIL CO. OF BRAZIL

STANDARD OIL CO. OF CALIFORNIA

STANDARD OIL CO. OF NEW JERSEY

STEARMAN AIRCRAFT CORP.

STEARMAN HAMMOND AIRCRAFT CORP.

STEIN, LILLY

STENECK TRAVEL BUREAU

STIGLER, FRANZ (AUFZUG)

64, 83, 92, 93, 110, 124, 127, 144,  
146, 149, 150, 182, 198, 237, 246, 247,  
286, 287, 336, 337, 349, 351, 355, 356,  
365, 372, 374, 377, 397, 398, 411, 418,  
424, 434, 438

655

535

353

647

643

642, 643, 644, 648, 651, 659, 687

683

612, 657

612, 649

172, 224, 259

259

128, 169

15, 16, 17, 25, 37, 39, 40, 41, 42, 43,  
44, 59, 68, 96, 99, 100, 106, 116, 117,  
121, 142, 147, 153, 154, 159, 161, 163,  
164, 167, 168, 169, 177, 179, 183, 187,  
190, 191, 192, 193, 195, 198, 199, 200,  
203, 205, 206, 209, 210, 211, 214, 230,  
241, 244, 245, 251, 252, 253, 256, 257,  
268, 272, 280, 281, 282, 283, 285, 289,  
292, 297, 298, 299, 302, 304, 307, 311,  
316, 319, 321, 322, 324, 325, 326, 333,  
334, 335, 339, 372, 374, 396, 455, 539,  
644

491, 501

661

519

139, 140, 141, 142, 149, 170, 180, 181,  
187, 196, 197, 198, 201, 202, 203, 206,  
229, 242, 254, 279, 286, 287, 289, 290,  
293, 294, 295, 322, 330, 332, 334, 341, 342,  
343, 344, 345, 346, 348, 353, 358, 360,  
378, 380, 381, 382, 387, 390, 392, 393,  
394, 404, 405, 424, 436, 440, 451, 458,  
484, 495, 496, 506, 515, 518, 519, 520,  
522, 530, 531, 536, 557, 559, 591, 602,  
661, 666, 675, 680, 681, 682, 683, 684

STINSON AIRCRAFT AVIATION MFG. CORP.	164, 172, 259, 260
STOCKARD & CO.	612
STRUNCK, ERICH	293, 294, 297, 298, 300, 301, 302, 304, 327, 328, 332, 342, 355, 357, 358, 359, 360, 366, 386, 387, 388, 389, 392, 402, 405, 406, 421, 422, 424, 435, 436, 437, 440, 455, 461, 470, 471, 472, 473, 474, 486, 489, 495, 500, 519, 522, 527, 528, 530, 537, 576, 577, 578, 581, 582, 583, 585B, 602, 609, 636, 640, 659, 662, 665, 666, 681, 684
SUD-AMERICANO DE VAPORES	534
SUFFOLK REPUBLICAN CLUB	65
SUN SHIPBUILDING & DRYDOCK CO.	653, 678, 682
SWALLOW AIRPLANE CO.	259
TACOMA BOAT BUILDING CO.	657, 694
TAMPA SHIPBUILDING CO.	653
TATLORCRAFT AVIATION CORP.	261
[REDACTED]	152, 154
[REDACTED]	276
TEXAS CO.	649
THEOBALD, F. C.	534, 649
[REDACTED]	485, 488
[REDACTED]	648
TIMES ATLAS OF THE WAR	528
TIDM AIRCRAFT CORP.	260, 274
[REDACTED]	684
[REDACTED]	248
TODD-BATH IRON WORKS SHIPBUILDING CORP.	551
TODD-CALIFORNIA SHIPBUILDING CO.	542, 551, 597
TODD DRY DOCK	250, 280, 290
TODD SHIP YARDS	542, 551, 563
TRANSCONTINENTAL & WESTERN AIR, INC.	188
[REDACTED]	646, 654
[REDACTED]	430, 603
ULSTER STEAMSHIP CO.	511
UNION DIESEL ENGINE CO.	533, 614
UNITED AIRCRAFT	20, 23, 26, 164, 260, 564
UNITED FRUIT CO.	612
UNITED STATES COAST GUARD	678
UNITED STATES RUBBER COMPANY	417, 418
UNITED STATES STEEL RUBBER COMPANY	445
"UNSERE GESELLSCHAFT"	3
UPJOHN COMPANY	250

VAN AXEN RESTAURANT

423, 443, 444, 451, 466, 489, 495, 522,  
541, 557, 561, 690

VEGA AIRPLANE CO.

680

259

611

VICKERS OF LONDON

182

581, 661

(SEE

VON ESSENHARDT (BARON)

420, 580

420

VON GONTARD, ED.

430, 431, 432, 475, 585, 580, 609, 676

VON GUNDHARD (Phonetic)

129

VON KREUTZENSTEIN, FRED

(SEE FRED KREUTZENSTEIN)

624, 630

648

148

VON RAUPACH, R. R.

623, 624, 629, 630, 631, 637

VON WEGENER. (CAPT.)

98, 117, 121, 148, 326

305, 311, 318, 375

VOUGHT-SIKORSKY

172, 221, 225, 259

VULTEE AIRCRAFT DIVISION

172, 221, 225, 260

WAALEN, LEO

381, 382, 383, 394, 399, 406, 408, 409,  
410, 425, 442, 447, 448, 449, 450, 451,  
457, 462, 463, 465, 474, 479, 481, 482,  
486, 498, 499, 502, 504A, 510, 513, 531,  
543, 550, 568, 569, 577, 578, 579, 596,  
603, 609, 618, 619, 634, 638, 661, 663,  
664, 665, 668, 676, 677, 678, 681, 682,  
683, 685, 686, 687, 690, 691

WACO AIRCRAFT CO.

164, 172, 260

WALISCHEWSKI, ADOLF HENRY AUGUST

556, 568, 569, 595, 197

WALLET, JOHANN

120

544

290

WANG TRAVEL SERVICE, C. S.

15, 44, 47, 50, 51, 55, 61, 67, 69, 73,  
76, 80, 87, 91, 330, 361, 365, 394

WARNER AIRCRAFT CORP.

458

265

475

WASCHLEFSKY

(SEE ADOLF HENRY AUGUST WALISCHEWSKI)

WATERMAN AIRCRAFT CO.

259

WATERMAN STEAMSHIP CO.

613

79, 83, 506, 508, 515, 526, 528, 538

520

260

WELCH AIRCRAFT INDUSTRIES, INC.

WELDING, J. K. CO., INC.

WENDT AIRCRAFT CORP.

WESSEL'S BOF BRAU

WEST INDIA OIL CO.

WESTERN BOAT WORKS, INC.

WESTERMAN'S BOOKSTORE

WESTERN BOAT BUILDING CO.

WESTERN PIPE & STEEL CO.

WEUSTENFELD, ELSE

WHEELER SHIPYARDS, INC.

WHEELER-HILL, AXEL

WHITE AIRCRAFT, INC.

WHITFORD, JOHN J.

WILKINSEN

WILLAMETTE IRON & STEEL CORP.

WILLKIE, WENDELL

WINCHELL, WALTER

WINCHESTER, J. H. & CO., INC.

WOOD YACHT BASIN

YACHTING MAGAZINE

ZUM SCHWARZEN ADLER RESTAURANT

607

260

351

421

649

652

637, 646, 647, 661, 687

657

574, 653

84

496, 596

41, 44, 68, 69, 99, 109, 122, 123, 128,

147, 185, 190, 292, 304, 305, 311, 441,

449

656

656

656

543, 556, 570, 586, 595

260

177

611, 649

88

327

647

385, 391, 397, 580, 676

657

441, 448

212, 519, 536

177

511, 648

327

544

231

642, 643, 651

381, 382, 572, 691

69

128

529

678

619, 641, 646, 679

(SEE

392, 393, 401, 405, 410, 421, 435, 442,

458, 471

SUPPLEMENTAL INDEX OF

TESTIMONY OF

WILLIAM SEBOLD

(Covering pages 696 to 843, inclusive)

<u>NAME</u>	<u>PAGE</u>
AIR TERMINALS	699, 748
ALABAMA MARINE ENGINE CO.	713
[REDACTED] (MAY BE I.A.)	765, 744
ALBINA ENGINE AND MACHINE WORKS, INC.	798, 837
ALBRECHT, (DR.)	842
AMERICAN EXPORT LINES	702
AMERICAN SHIPBUILDING COMPANY	799
AMERICAN WEST AFRICAN LINE	721
ANAPOLIS YACHT YARD, INC.	809
ANZIEGER (GERHOFF)	696, 702, 703, 704, 716, 724, 737, 739, 740, 742, 743, 759, 761, 764, 790, 800, 807, 808, 817.
ASTORIA MARINE IRON WORKS	713
ATLANTIC REFINING CO.	742, 758, 759, 760.
[REDACTED]	701, 817
BANCO DE MEXICO, S. A.	745
BANDE, PAUL	(SEE PAUL BANTE)
BANTE, PAUL	701, 718, 721, 766, 781, 784, 785, 794, 798, 817, 818.
[REDACTED]	725
BASALT ROCK CO.	799
BATH IRON WORKS	703
BAYER, CAPT.	755, 767
BAYER, CAPT.	(SEE CAPT. BAYER)
[REDACTED]	(SEE [REDACTED])
[REDACTED]	709
BETHLEHEM FAIRFIELD SHIPYARD	815
BETHLEHEM STEEL CO.	702, 703, 722, 723, 740, 761.
BLANK, MAX	701, 731, 744, 774, 842.
BOENNING (Phonetic)	784
[REDACTED]	773, 780
BRISTOL YACHT CO.	799
BRITISH PURCHASING COMMISSION	813
BROKHOFF, ALFRED	715, 717, 718, 757, 782, 792, 821.
[REDACTED]	708, 726
BURGER BOAT CO.	799



CALIFORNIA SHIPBUILDING CORP.  
CAMDEN SHIPBUILDING & RAILWAY CO.  
CANADIAN CAR & FOUNDRY CO.  
CARGILL GRAIN CO.

CHASE NATIONAL BANK  
CLARK BROS.  
CLAUSING, HEINRICH

COLBERG BOAT WORKS  
COMMERCIAL IRON WORKS

CONSOLIDATED SHIPBUILDING CORP.  
CONSOLIDATED STEEL CORP.  
COOPER-BESSEMER CORP.  
CROSSROADS TAVERN

DEFOE BOAT AND MOTOR WORKS  
DELAWARE BAY SHIPBUILDING CO., INC.

DEUTSCHER LUFTHANSA (German Airlines)  
DICKSTEIN, (CONGRESSMAN)

DOCTORS HOSPITAL  
DODD, CONRADIN OTTO  
DUBUQUE BOAT AND BOILER WORKS  
DUPONT PLANT  
DUQUESNE, FREDERICK JOUBERT

EAST COAST YARD, INC.  
EASTERN STEAMSHIP LINES

EBELING  
EBERLING  
EBLING, RUDOLF

EICHENLAUB, RICHARD

815

799

842

816

(SEE

745, 791, 808, 823.

714

715, 717, 718, 730, 785, 792, 807,

817, 818, 819, 822, 831A

799

799

765, 769, 770, 773, 774, 776, 779,

780, 781, 787, 794, 796, 798, 803,

804, 812, 814, 822, 823, 835.

799

741, 800

816

767

808

800

732, 752

755

784

711, 821

766

711, 806

809

756

699, 704, 705, 706, 707, 708, 709,

725, 726, 730, 745, 748, 753, 754,

755, 756, 772, 777, 778, 786, 793,

797, 800, 801, 802, 803, 806, 807,

808, 812, 813, 814, 822, 831A, 836,

837, 838, 839, 840, 841, 842.

808

723

(SEE RUDOLF EBLING)

(SEE RUDOLF EBLING)

718, 721, 746, 757, 809, 810, 811,

817, 818, 835

717, 733, 746, 757, 765, 770, 771,

774, 775, 776, 780, 781, 784, 794,

795, 796, 798, 803, 804, 817, 823,

834, 835, 836.

836

ELCO BOAT WORKS  
ELECTRIC BOAT CO.  
ELIZABETH CITY SHIPYARD  
ELLIOTT MACHINE CORP.  
ELLSWORTH

ESSENHARDT

EVE-LYN STUDIO

FAIRCHILD (Cameras & Optical Instruments) 779  
FEDERAL SHIPBUILDING & DRY DOCK CO.  
FERSE, PAUL

b7c FILER & STOWELL CO.

FRITZ  
FULTON, F. L.

GENERAL MACHINERY CORP.  
GENERAL MOTORS CORP.  
GEORGE (Katinka Restaurant)  
GERMAN FAHNDUNGGAABTAILUNG  
(Searching Division of the Gestapo)

GERMAN LUFTHANSA  
(phonetic)

GRACE LINE  
GRIEBL, IGNATZ (DR.)

724, 716  
735  
809  
714  
696, 700, 704, 706, 712, 719, 720, 725,  
728, 730, 748, 752, 753, 762, 763, 769,  
772, 778, 786, 787, 791, 793, 797, 811,  
813, 820, 822, 823, 831A, 834, 836, 842,  
843.

774  
(SEE BARON JOHN WILLIAM HEINRICH VON  
ESSENHARDT)

842  
778, 786, 787, 788, 789, 790, 793, 797,  
806, 807, 808, 822, 834, 837, 839.

702, 703, 739, 741  
701, 702, 703, 704, 711, 716, 717, 718,  
721, 724, 732, 733, 734, 737, 739, 740,  
742, 743, 752, 781, 782, 784, 790, 792,  
797, 798, 807, 818, 821.

842  
714  
780, 781  
704, 720, 762, 763, 779, 814  
773, 780

764, 811  
(SEE HEINZ STADE)  
809

713  
697  
780, 803  
765

(SEE DEUTSCHER LUFTHANSA)  
718, 821

733, 734  
764, 769, 834  
745  
702, 783  
771, 784

[REDACTED]  
GRUMMAN ENGINEERING CORP.  
GULF OIL CORP.  
GULF SHIPBUILDING CORP.

840  
696, 779  
742, 760  
737

[REDACTED]  
HARRISBURG FOUNDRY & MACHINERY CO.

767  
791

[REDACTED]  
HEAVEY, W. F. (LT. COL.)

713  
842  
814  
841

[REDACTED]  
HESS, RUDOLPH

767, 768, 773  
765, 774  
819

[REDACTED]  
HOTEL PIERRE  
HOUSTON SHIPBUILDING CORP.

(SEE [REDACTED])  
696  
823  
802, 813  
717, 730, 818, 831A  
726  
815

b7C  
INGALS SHIPBUILDING CORP.  
ISCHIEDRICH, OTTOMAR  
(SEE ALSO GEORGE SCHUH)

723, 815  
732, 752, 784

JAHN, RUDOLPH A. (CAPT.)

755, 767  
775, 779  
(SEE CAPT. RUDOLPH A. JAHN)  
714  
842

[REDACTED]  
JOHN, (CAPT.)  
JOSHUA HANDY IRON WORKS  
JUNKERS AIRPLANE WORKS

KARSCHNER  
KATINKA RESTAURANT

733  
780, 803  
(SEE [REDACTED])

[REDACTED]  
KAYMAR TANKERS, INC.  
KEYSTONE TANKSHIP CORP.  
KLEISS, HARTWIG

823  
759  
742, 758, 759  
715, 791, 805  
841

[REDACTED]  
KLOPSTOCK PENSION

773  
755, 842

[REDACTED] (INSP.)  
KROSTADT, FRED

765  
708, 726, 767  
841  
702

[REDACTED]  
KYKES BROS. STEAMSHIP CO., INC.

LANG, HERMAN	823
[REDACTED]	841
LAWRANCE ENGINEERING AND RESEARCH CORP.	750, 790, 797
LITTLE CASINO, THE	717, 770, 774, 784, 803
LOS ANGELES SHIPBUILDING & DRY DOCK CORP.	782
MacDOUGALD CONSTRUCTION CO.	815
[REDACTED]	755
MARTIN, GLENN-PLANT	732, 746
[REDACTED]	(SEE [REDACTED])
[REDACTED]	779
MEYER, (CAPT.)	842
MEYER, FRITZ	803, 812
MEZENEN, RENE	745
MIYAKO RESTAURANT	788
MOORE DRY DOCK CO.	815
MOORE McCORMACK LINE	723, 760
[REDACTED]	754
NEW JERSEY BLANCHARD BOAT CO.	799
NEWPORT NEWS SHIPBUILDING & DRYDOCK CO.	703, 816
NICOLA, (COL.)	842
NIPPON CLUB	789
NORTH CAROLINA SHIPBUILDING CO.	815
OREGON SHIPBUILDING CORP.	815
O'REILLY	805
[REDACTED]	779, 780
"OUT OF THE NIGHT"	765
PANAMA TRANSPORT CO.	758, 759
[REDACTED] (MR.)	754, 772, 802
PENNSYLVANIA SHIPYARDS, INC.	815
PETROLEUM SHIPPING COMPANY	758
PITTSBURGH STEAMSHIP CO.	799
PRATT & WHITNEY	749
[REDACTED] (SPECIAL AGENT)	696, 700, 704, 706, 712, 719, 720, 725, 728, 729, 730, 748, 752, 753, 762, 763, 769, 772, 778, 786, 787, 793, 797, 811, 812, 813, 820, 822, 834, 836, 843.
[REDACTED]	(SEE [REDACTED])
[REDACTED]	841

R. C. A. RADIO CORPORATION  
REPUBLIC AIRCRAFT  
REX DINING CAR  
RICHMOND SHIPBUILDING CORP.  
RITTER, HANS  
ROEDER, E. M.

ROOSEVELT, PRESIDENT  
ROTHER (or ROTHAR), MARIA

SANDERS ENGINEERING CO.

b7c  
SCHUH, GEORGE

SEAMAR TANKERS, INC.  
SEAS SHIPPING CO.  
SEATTLE-TACOMA SHIPBUILDING CO.  
SEBOLD, HUGO

(SEE

SHIPS:

AARON WARD  
ABNER READ  
ACKEY  
AKELA III  
ALBACORE SUB  
ALMERIA LYKES  
AMBERJACK  
AMERICA  
AMICI II  
AMMON  
ANGLER  
ANTHONY  
AULICK

BACHE  
BACK FISH  
BAILEY  
BANCROFT  
BARB

795  
779  
745  
815  
767  
696, 697, 700, 704, 729, 731, 745, 749,  
750, 751, 762, 778, 786, 787, 788, 789,  
790, 793, 797, 803, 837.  
802  
706, 708, 726, 777, 793, 797, 812  
780

703  
801, 812, 814, 838, 839  
696, 784, 791, 818, 835.  
696, 701, 704, 715, 732, 757, 784  
840  
759  
702  
703, 723, 740, 741, 815  
(SEE HEINRICH SORAU)  
708

700, 708, 751, 755, 709  
802, 813

738  
740  
758  
816  
735  
702  
735  
718, 791, 818, 821  
816  
740  
735  
738  
741

739  
735  
739  
741  
735

SHIPS: (Continued)

BARTON	741
BASHAW	735
BEALE	739
BEATTY	740
BELL	739
BENNETT	737
BLUEFISH	735
BLUEGILL	735
BONEFISH	735
BOYD	740
BOYLE	741
BRADFORD	740
BREAM	735
BREMEN	774
BRISTOL	738
BROWN	740
BROWNSON	739
BUCHANAN	738
BURNS	739
BUSH	740
CABILAN	735
CADDA	723
CALOBRE	718, 787
CALUSA	723
CAPE FAIRWATER	723
CAPIRA	696, 718
CAPPS	737
CAR	734
CARDINA	809, 820
CARMICK	740
CATAWHA	723
CAVLIA	735
CERO	735
CHAGRES	761
CHAMPLIN	741
CHARETTE	737
CHARLES AUSBURN	741
CHARLES H. CRAMP	722, 748
CHEMUNG	816
CHEMANGO	816
CHEPO	718, 793
CITY OF NEW YORK	782
CLAXTON	741
COBIA	736
COOLE	713, 718, 728

SHIPS: (Continued)

COD	735
COLINA	723
COLQUIN	779
CONASTOGA	723
CONNER	737
CONVERSE	738
CONWAY	738
CONY	738
CORRY	739
CORSICANA	723
CORVINA	735
COWELL	740
CREVALIER	737
CROACKER	735
CUMBERLAND	819
DACE	735
DALY	739
DARTER	735
DAVID W. TAYLER	737
DE HAVEN	737
DOOR LODGE	723
DORADO	735
DOYLE	740
DRUM	736
DUNCAN	738
DYSON	741
E. H. BLUM	758
EATON	738
EDISON	738
ELLYSON	738
EMMONS	737
EMPIRE MIST	717
EMPIRE SEAL	734
ENDICOTT	740
ERICSSON	738
ESSO ANNAPOLIS	(SEE CHEMUNG)
ESSO MAHAY	(SEE SUWANNIE)
ESSO NEW ORLEANS	(SEE CHENANGO)
ESSO RALEIGH	(SEE GAUDALUPI)
ESSO WILLIAMSBURG	758
EUROPA	755
EVALINE	702
EVANS	737

SHIPS: (Continued)

EXANGE	809
EVANGELINE	723
EXEMPLAR	702
EXHIBITOR	782
EXMONTH	782
FARENHOLT	739
FARLEY	740
FINBACK	736
FITCH	737
FLASHER	735
FLETCHER	738
FLIER	735
FLORENCE LUCKENBACH	809, 820
FLOUNDER	735
FLYING FISH	736
FOOTE	738
FORREST	737
FRANKFORD	740
FRANKS	740
FRISCO	814
FULLAM	737
GATO	734
GAUDALUPE	816
GRAMPUS	734
GRAYBACK	734
GRAYLING	736
GRAYSON	738
GREENLING	734
GRENADIER	736
GROUPE	734
GROWLER	735
GRUNION	734
GUARDFISH	735
GUDGEON	734
GUEST	737
GUNNEL	735
GURNARD	735
GULM	736



SHIPS:

HADDO	735
HADDICK	736
HAGGARD	740
HATLEY	740
HAKE	735
HALFORD	739
HALIBUT	736
HALL	737
HALLIGAN	737
HAMBLETON	738
HARADEN	737
HARDER	735
HARRISON	741
HAZELWOOD	740
HEERMAN	740
HELENE COLONGUS	818
HERTING	736
HOBSON	739
HOE	735
HOEL	740
HOWORTH	739
HUDSON	737
HUTCHINS	737
INGRAHAM	738
ISHERWOOD	739
IZARD	739
JACK	735
JENKINS	738
JIM DAVIS	809, 810, 820
JOHN D. HENLEY	737
JOHN RODGERS	741
JOHNSTON	740
KARLKAY	758
KILLEN	739
KIMBERLY	739
KINGEISH	736
LAFLEY	739
LANDSOWNE	738
LAPON	735
LARDNER	738
LA VALIETTE	738
LAWS	740-

SHIPS: (Continued)

LEUTZE	739
LONGSHAW	741
LUCE	739
LUDLOW	737
MACKEREL	734
MACOMB	737
MAGRES	718
MALAYA	802, 813
MANHATTAN	783, 805
MANSFIELD	739
MARLIN	736
McCALLA	738
McCORD	740
McKEE	741
McKEESPORT	787
MEADE	739
MEREDITH	736
MERVINE	738
METCALFE	739
MILLER	740
MINGE	735
MINESOTAN	809
MONARCO	717
MONSSEN	739
MORMACTIDO	723
MORMAC YORK	717
MORRISON	741
MURPHY	739
MURRAY	741
MUSKALONGE	735
NEWCOMB	737
NICHOLAS	737
NICHOLSON	737
NIGHTINGALE	702
NORMANDIE	717
NORTH CAROLINA	783
01 BANNON	737
2 OHNE NAMEN	738, 741
3 OHNE NAMEN	738
4 OHNE NAMEN	737
5 OHNE NAMON	741
6 OHNE NAMEN	740, 741
7 OHNE NAMON	740
ORARI	717
OTHO	810
OWNEN	740

SHIPS: (Continued)

PADDIE	735
PANAMIAN	773
PAN D. CHEPO	782
PARGO	735
PARKER	739
PAUL HAMILTON	739
PERCIVAL	738
PETE	736
PHILIP	738
POGY	736
POMPON	736
PRESIDENT MONROE	715
PRICHETT	741
PRINGLE	738
PRIS-ELL	816
PUERTO RICAN	810
PUFFER	736
PUTNAM	740
QUICK	738
RADFORD	738
RASHER	736
RATON	736
RAY	736
REDFIN	736
RENSHAW	738
RINGGOLD	739
RIO DE JANEIRO	723, 760
RIO DE LA PLATA	723, 760
RIO HUDSON	723, 760
RIO PARANA	723, 760
ROBALO	736
ROBERT LOCKSLEY	721, 748
ROBIN DONCASTER	702, 722
ROBIN KETTERING	722
ROBIN MOOR	722
ROBINSON	741
ROCK	736
RODMAN	738
ROES	741
ROWE	741
RUNNER	736

SHIPS: (Continued)

SAINT JOHN	723
SAN GERIADO	717
SANTA CLARA	821
SAUFLEY	738
SANFISH	736
SCAMP	736
SCORPION	736
SEA TRUSH	810
SELA	765
SENGA	816
SHAD	736
SHIELDS	739
SIPONEY	715, 805, 806, 809
SIGSBEE	741
SILETZ	783
SILVERSI DES	734
SMALLEY	741
SNOOK	736
SOUTHERN PRINCE	702, 713, 725, 728
SPENCE	738
SPROSTON	741
STANLY	738
STANVAC MELBOURNE	758
STANVAC PALM BANG	816
STEELHEAD	736
STEELMAKER	810
STELLA LYKES	761
STEPHEN POTTER	740
STEVENS	738
STEVENSON	741
STOCKTON	741
STODDARD	741
STRATEGIST	818
STRONG	737
SUNFISH	734
SUWANNEE	816
SWANSON	738
SYMIRA	816
SYROS	782
TAYLER	737
TEMPTER II	816
TERRY	738
THATCHER	738
THORN	741
TINGEY	740
TRATHEN	740
TRAVELER	816
TRIGGER	734

SHIPS: (Continued)

TUNA	734
TUNNY	734
TURNER	741
TWIGGS	739
TWINING	740
TYELIA	816
UGLY DUCKLINGS	713
VILLE DE ANVERS	734
WADSWORTH	738
WAHOO	734
WALKER	738
WALLER	738
WASHINGTON	765, 821
WATSON	738
WATTS	741
WEST CELERON	783
WEST CELINE	783
WEST CESWALD	809, 820
WEST CHETAC	722
WEST IMBODEN	722
WEST KEENE	723
WEST LASHAWAY	721
WHAIO	734
WICKES	741
WILEY	739
WILKES	736
WILLIAM D. PORTER	741
WOLVERINE	721
WOODWORTH	740
WOOLSEY	737
WREN	741
YAKA	722
YANKEE	816
YARNALL	740
YOUNG	741

SIEGFRIED

SIEGLER, ERWIN

SMUTS, GENERAL

SOCONY VACUUM OIL CO.

SORAU, HEINRICH

SOUTH PORTLAND SHIPBUILDING CORP.

SPERRY GYROSCOPE CO.

SPINDLER, (CAPT.)

STADE, HEINZ

STAELER (Wm. Sebold)

STANDARD OIL COMPANY

STANDARD OIL COMPANY OF CALIFORNIA

STANDARD OIL COMPANY OF NEW JERSEY

STEIN, LILLY

STEPHENS BROS.

STIGLER, FRANZ (AUFZUG)

STRONCK, ERICH

SUN OIL COMPANY

SUN SHIPBUILDING AND DRYDOCK COMPANY

TAMPA SHIPBUILDING CO., INC.

TEXAS CO.

TODD-BATH IRON SHIPBUILDING CORP.

TOLEDO SHIPBUILDING CORP.

TONI

TRANSOCEAN NEWS SERVICE

UNITED AIRCRAFT CO.

UNITED STATES GOVERNMENT ADVERTISER

UNITED STATES MARITIME COMMISSION

(SEE HEINZ STADE)

711, 715, 791, 818, 820, 821

708, 709

802

723

775, 842

815

784

608, 749, 750, 762, 789, 790, 797

779, 780, 781

728, 746, 753, 798

757, 765, 766, 767, 769, 770, 771, 773,

774, 775, 776, 779, 780, 787, 794, 795,

796, 798, 803, 812, 822, 823, 835, 836

788

775

734

742, 759

742, 758, 759, 760

823

799

711, 715, 717, 718, 733, 752, 757, 791,

792, 808, 818, 821

715

732

696, 706, 711, 715, 805, 806, 820, 821

742, 759

723, 758, 760, 783, 815, 816, 837

783

742, 759

794

792

703

714

(SEE HAUPTMANN ALBERTI)

842

733

842

814

702

759, 760

VAN AXEN'S RESTAURANT

(FRAU)

VON ESSENHARDT, JOHN WILLIAM HEINRICH (BARON) 708, 726

706

773

767

840

842

842

822, 823

WAALEN, IEO

701, 713, 715, 716, 721, 725, 728, 732,

733, 746, 748, 757, 758, 759, 761, 764,

769, 770, 781, 782, 783, 787, 793, 797,

798, 800, 807, 808, 810, 811, 815, 817,

818, 820, 822, 835, 836, 837

733, 746, 757

726, 730, 778, 802, 803, 813, 839

783

744

749

815

823, 842

791

842

755

774

713

WALISCHEWSKI, ADOLF HENRY AUGUST

WANG TRAVEL SERVICE, C.S.

WESSEL DUVAL & CO.

WESTERMAN'S BOOK STORE

WESTERN ELECTRIC

WESTERN PIPE & STEEL CO.

WEUSTENFELD, ELSE

WINCHELL, WALTER

WORTHINGTON PUMP & MACHINERY CO.

715

717

715, 770

ZUM SCHWARZEN ADLER

SEBOLD1. Immigration and Naturalization.

67C [REDACTED] Clerk, U. S. Dist Court, S.D.N.Y.

[REDACTED] Passport Division.

[REDACTED] Dist. Dir. Immigrat. & Naturalization Service.

2. Espionage Activities - Known or possible.

[REDACTED] Chem.

[REDACTED] -- Radio Set-up.

[REDACTED] Office setup.

[REDACTED] 2/8/40

[REDACTED] Amer.

[REDACTED] Micr.

[REDACTED] 11/22/40, Movies & Photographs.

[REDACTED] Radio.

[REDACTED] U.S.S. Lines.

[REDACTED] F.C.C. Washington, D.C.

[REDACTED] Moore-Mc Cormack Lines.

[REDACTED] Bell. Telephone Co. Lab.

[REDACTED] Radio Station.

[REDACTED] American Export Lines.

[REDACTED] Technician, FBI, Lab. Re- Radio Messages - GBO.

3. Surveillances - Corroborative or Direct Evidence

67C [REDACTED] Micr.

[REDACTED] Micr.

[REDACTED] 11/22/40, Movies and Photographs.

[REDACTED] Radio

[REDACTED] U. S.S. Lines.

[REDACTED] Moore-McCormack Lines.



65-1819

WITNESS CLASSIFICATION

SEBOLD (Cont'd)

4. Microphone Surveillances - Admissibility Questionable)
5. Employment Record.
6. History and Prior Activities

TESTIMONY

TC

WILLIAM GOTTLIEB SEBOLD,  
Also known as HARRY SAWYER.

Residence address:

226 East 85th Street,  
New York, New York.

Office address:-

Room 627, 152 West 42nd Street,  
New York, New York.

Will be expected to testify:-

That he was born March 10, 1899, at Mulheim Ruhr, Germany. He attended Elementary Schools until he was eight years of age, and then went to the Gymnasium until he was thirteen. From thirteen until seventeen he served an apprenticeship as a Mechanical Draftsman, and at seventeen he was called to serve as a Private in the German Army. He received an Honorable Discharge at the age of nineteen, and returned to his home in Mulheim Ruhr.

In 1922 he came to the United States for the first time, but returned to Germany the same year. In 1924 he went to South America, where he worked until 1927, and then tried to come to the United States, but did not have the necessary documents for entry so returned to South America. He was later on about January 15, 1929 granted permission to enter the United States as a Quota Immigrant, which he did, at San Francisco, California.

✓ He has worked at various mechanical jobs throughout the United States, including two occasions with the CONSOLIDATED AIRCRAFT CORPORATION, in California, during 1936. He married his present wife in 1932. On February 10, 1936, he was naturalized in the United States District Court for the Southern District of New York, New York City, N.Y., (receiving Certificate of Naturalization Number 3,953,702.)

In 1939, an account of his poor physical condition, he decided to return to Germany, and live with his mother until he could regain his health. He applied for, and was issued, a U. S. passport on or about January 30, 1939, and sailed from New York on the S. S. DEUTSCHLAND, about February 2, 1939.

(S. 86, P. 8 and S. 721)

65-1819

February 11,  
1939.

From this point on, events will be arranged in chronological order. Numbers appearing at the right of the page refer to Serial and Page of reference reports, or to Exhibit numbers of the New York Bureau office file. From his notes (Exhibit 1A16-36-38) WILLIAM SEBOLD will testify that he arrived in Hamburg, Germany. (See Despatch Order covering shipment of one suitcase and one package from Hamburg to Mulheim, dated February 11, 1939.

(Exhibit 1A 16-54.)

Upon arrival at Hamburg, he was interviewed and before leaving the dock, he was called to one side and interviewed by a plainclothes officer concerning his airplane factory experience, and other information concerning his activities while in the United States. He gave them his mother's address, 147 Duisburger Street, Mulheim-Ruhr. Nothing unusual transpired from this time until about June 1, 1939.

June 1,  
1939.

Took a position with the SIEMANS-SCHUCKERT-WERKE at Mulheim. (See Letter of Recommendation from Siemens-Schuckert-Werke, dated December 7, 1939, stating that he, SEBOLD, worked for that firm from June 1, 1939, until December 7, 1939.)

(Exhibit 1A16 - 55.)

About  
July 12,  
1939.

He received a letter from a DR. GASSNER to come to the Duisburger Hof the following Sunday. In the letter Dr. Gassner stated that he had been referred to him, SEBOLD, by a friend, and he immediately took the letter to the Gestapo in Mulheim and asked them what he should do about such a communication. He was advised by the Gestapo to meet the man, and they would cover him, in order to find out who Dr. Gassner was.

July 16,  
1939 -  
Sunday.

He, SEBOLD, rode his bicycle to Duisburg, went to the Duisburger Hof and inquired for Gassner but was told that Dr. Gassner was not in. He returned to Mulheim.

65-1819

July 17,  
1939.

He again went to the Gestapo and told them what had transpired. They advised him not to take any further action until he had heard from Dr. Gassner.

About  
July 22,  
1939.

He received a letter from Dr. Gassner, apologizing for not having been at Duisburger to meet him. The exact details of this letter are not recalled except that Gassner stated that he wanted him, Sebald, to join "Unsere Gesellschaft" which might be translated as "our society" or "our organization."

In this letter he also made a threat that if he, SEBOLD, did not join the organization he, Gassner, would bring State pressure to bear on him. He also asked where and when he would see him. He, Sebald, answered this letter, as he recalls, within the next few days and told Dr. Gassner that he did not like his attitude; that he did not like to deal with a man who was afraid to put his signature at the bottom of a letter. The letter which he had received from Dr. Gassner was signed, "Heil Hitler" with a capital "G" written through the "Heil Hitler" and the name "DR. GASSNER" was printed on one corner of the stationery.

He further told Dr. Gassner in his, Sebald's, letter that if he wanted to see him he should come to his house in Mulheim Ruhr.

SEBOLD will further testify that he does not recall how many, but he is sure that there were one or two more letters received from Dr. Gassner, postponing dates when he could meet him, and that one of his, Sebald's, letters addressed to Gassner was returned undelivered; that in these letters he simply signified his willingness to meet Dr. Gassner at Gassner's convenience.

65-1819

About  
July 29,  
1939.

He received a telegram from Dr. Gassner, in which he stated that he was coming to see him at his home.

About  
August 1,  
1939.

Dr. Gassner called at his, SEBOLD'S, home, and he took him, Gassner, to a nearby restaurant, where they talked. They had a discussion about airplanes, the LOCKHEED and CONSOLIDATED AIRCRAFT factories, bomb sights, and so forth. He told Dr. Gassner that he had no use for spies, and wanted nothing to do with him, Gassner, however, Gassner continued in the threatening attitude he had adopted in his previous letter, and he felt that for his own sake he had better put off Gassner as long as he could, and suggested that he send somebody else to the United States to work out in the open, getting information, and pointed out that America was a free country and that it was not hard to get around there.

Dr. Gassner wanted him, SEBOLD, to go to America and act as an Agent. He was afraid of being put in a concentration camp or done away with so he told Dr. Gassner that he wanted to think the matter over. Dr. Gassner then said that he would give him thirty days to make up his mind and to write him when he had done so. During the next approximate month he weighed all of the various angles of the proposition and tried to decide whether he would accept, that is, to act as a German Agent in America or whether he would positively refuse to accept the proposition and take the consequences.

(Friday)  
September 1,  
1939.

He will further testify that he went to Cologne, Germany, and saw a [REDACTED] in the U. S. Consul's Office. He told him all about the Gassner affair. [REDACTED] practically refused to let him see the Consul, and stated that he, Sebald, should take the train in the morning to Czech and see if he could not get out of the country. b7c

He is more certain of the date that he was at the U. S. Consul's Office, that same day, Germany invaded Poland. The whole city of Cologne was excited over the invasion, and he obtained no satisfaction from the U. S. Consul's office, so decided to see if he could not get out of the country.

65-1819

He spent the night in Cologne, and the next morning, September 2nd, he went to the railroad station but was certain that he was being followed. He decided not to try to leave from Cologne and took a street car to Duesseldorf. There he sent a cablegram to his wife, telling her not to be worried about anything that might happen in the future.

(Exhibit 1A16 - 52).

He had in his possession at this time DR. GASSNER'S letters, which he had shown to [REDACTED] in the U. S. Consul's office. [REDACTED] did not make a copy of these letters nor take possession of them. He, SEBOLD, subsequently, while preparing to leave Germany, destroyed them. b7C

From Duesseldorf he took the train to Mulheim and on September 2nd wrote a letter to Dr. Gassner, stating that he was willing to accept his proposition 100%. He decided that this was the only course of action that lay open to him as he could get no assistance in getting out of Germany, and was certain in his own mind that he would be destroyed before he could leave Germany if he failed to accept their proposition.

About  
September 4,  
1939.

He received a letter from DR. GASSNER, requesting that he come to the Hotel Monopole in Mulheim Ruhr. He met Dr. Gassner outside of the said hotel, and from there took him to the Handelshof Hotel, where they sat in the rear of the restaurant and talked.

In this conversation Dr. Gassner said that he would refer him, SEBOLD, to an individual in Hamburg for training; that in the near future he would also introduce him to another man who would arrange for the training. In that he did not want his family to learn of his connection with Dr. Gassner and the organizations which he claimed to represent, he told Dr. Gassner that he was moving to the Handelshof Hotel.

65-1819

On or about  
September 5,  
1939.

He moved into the Handelshof Hotel.

On or about  
September 21,  
1939.

He prepared to go to the City Hall at Mulheim the next day to fill out some forms in connection with work insurance or a work permit which would require that he exhibit his American passport for identification purposes. He made sure when he hung up his coat in his hotel room that night that the passport was in his coat pocket.

September 22,  
1939.

When he felt in his coat pocket he noticed that his passport and other identification papers were missing, which information he set out in an affidavit executed before [REDACTED] at Cologne, in which he also describes the circumstances surrounding the loss of his passport. b7C

(Exhibit 1A16-19).

On this same day, September 22, 1939, Dr. Gassner brought a DR. RENKEN to the hotel, and introduced him. He, Sebold, told Dr. Gassner and Dr. Renken about his passport disappearing. They expressed concern over the matter and said that they could do nothing with him until he had a passport in order to get out of the country. Dr. Renken made a physical examination of him at which time he told Dr. Gassner that "he could not hurt a fly." This statement is probably well founded as by this time he was practically a physical wreck from worry about this matter. Dr. Renken gave him the address in Hamburg of ROTHENBAUMSCHASSE 135, and told him to write there as soon as he was able to get a passport.

On or about  
September 23,  
1939.

He, SEBOLD, collapsed in the office of the firm for which he was working and was taken to the St. Mary's Hospital in Mulheim.

On or about  
September 29,  
1939.

He wrote a letter to the American Consul advising of the disappearance of his passport.



65-1819

September 30,  
1939.

He received a letter from [REDACTED] b7C  
[REDACTED] reading as follows:-

"  
Sir:

Receipt is acknowledged of your letter of  
September 29, 1939, stating that you lost  
your American passport #598934.

Accordingly, you are advised to call at  
the Consulate in person to make affidavit  
explaining the circumstances in this case."

(Exhibit 1A16 - 55).

On or about  
October 5,  
1939.

He, SEBOLD, left the hospital and immediately went to  
Cologne where he applied to the American Consul for a pass-  
port. Reference is made to the affidavit mentioned above,  
which he made before [REDACTED] on October 5th. b7C

(Exhibit 1A16 - 19).

[REDACTED] told him to obtain some photographs and to  
come back to his office the next day. b7C

October 6,  
1939.

He filed an application for a new passport. Reference  
is here made to the application dated October 6, 1939.

(Exhibit 1A16-19).

On the same day he returned to Mulheim and addressed a  
letter to Dr. Renken at Hamburg, advising him that he had filed  
an application for a new passport and that he had been assured  
by the Consul that he would be able to obtain it.

On or about  
October 8,  
1939.

He received a letter from Dr. Renken, dated October 7,  
1939, from Hamburg, a photostatic copy of which is attached to  
a memorandum of the American Consul General to the Secretary  
of State, Washington, D.C. concerning his case. This letter  
tells him, SEBOLD, that

" If you are 100% certain for us that you will get  
your passport, then it will probably be best for  
you to come up to Hamburg first, so that I can  
show you around my plant and you can get to know  
the German methods of manufacture here. You  
will need at least ten days for that.

65-1819

" I would accordingly advise you to show up again at the American Consulate two weeks from now and to work at them and if you then have the guarantee that you are going to get your passport, then let me know this at once and we will arrange your transfer until your final departure. "

(Exhibit 1A16-2).

On or about  
October 16,  
1939.

He again received a letter from Dr. RENKEN, from Hamburg, asking him, SEBOLD, to go to Cologne and secure a Bulletin, which was being issued by the United States Consul there concerning the repatriation of Americans, and to send him this Bulletin at once.

On or about  
October 17,  
1939.

He, SEBOLD, went to Cologne to the Consul's office, where he asked for and received their Bulletin on Repatriation of Americans.

At this time he told the United States Consul about what had happened to him; that he was going to go through with the request they had made of him in order that he could reach America where he would tell the full details of what had transpired to the U. S. Government officials.

He returned to Mulheim and mailed the documents in a Registered letter to Dr. Renken in Hamburg. This is verified by the exhibit of a Registered receipt #244 covering a document of "no money worth" sent to Dr. Renken in Hamburg from Mulheim Ruhr, October 17, 1939.

(Exhibit 1A16 - 57).

7 He will further testify that subsequently he received other letters from DR. RENKEN concerning his coming to Hamburg and taking action on getting his passport but he did not see Dr. Renken again in Mulheim. He did not again see Dr. GASSNER after the time he was introduced to Dr. Renken on September 22nd.

65-1819

On or about  
November 14,  
1939. b7c

He received a letter dated November 13, 1939, signed by [REDACTED] at Cologne, reading:

" With reference to your application for a new American passport executed at this office on October 6, 1939, you are informed that the Department of State has now authorized the issuance of a passport to be valid only for your immediate return to the United States. It is, therefore, respectfully requested that you call at this Consulate at your early convenience."

(Exhibit 1A16-58).

As he, SEBOLD, recalled, in the next day or two, he went to Cologne to the Consulate where he was told that the passport would not be delivered to him until he could show two hundred dollars in American money with which he would be able to purchase a ticket. He returned to Mulheim and immediately wrote a letter to Dr. Renken setting out the circumstances.

On or about  
December 6,  
1939.

A man who subsequently introduced himself as HUGO SEBOLD walked into his hotel room in Mulheim, late at night. He, Sebold, was in bed asleep and awakened to see Hugo standing by the bed. Hugo introduced himself and told him that he wanted to see him the next morning. He also stated that he wanted him, Sebold, to quit his job at the SIEMANS-SCHUCKERT-WERKE and get ready to go back to America.

On or about  
December 7,  
1939.

HUGO SEBOLD met him on the stairway of the hotel and went with him to the SIEMANS-SCHUCKERT-WERKE plant; that upon approaching the gate, Hugo displayed his credentials to the guard, an old soldier, who immediately snapped to attention, saluted and addressed him, Hugo, as HAUFMAN SANDEL or SANDERS, or some similar name, which means, "CAPTAIN SANDEL" or Sanders.

They were immediately ushered in to the General Manager of the entire plant, whose name is signed to the letter of recommendation, but which is illegible and whose name he does not now recall. The General Manager then called in his, WILLIAM SEBOLD'S, immediate superior.

65-1819

HUGO SEBOLD showed these two men his credentials from the German High Command. Hugo demanded that they immediately honorably release him, William Sebold, from his position, which resulted in the letter of recommendation being written for him and his immediate release from his duties at the plant.

(Exhibit 1A16 - 55).

After leaving SIEMANS-SCHUCKERT-WERKE, Hugo and he spent considerable time together, drinking and talking about things in America. Hugo spent practically all of his conversation on his deeds in America. They chiefly concerned his travels and his occupation as a dishwasher, and so forth, all of which he, WILLIAM SEBOLD, now thinks were false. Hugo told him that as soon as he obtained his passport he was to come to Hamburg and that his expenses would be paid. He further stated that upon his arrival in Hamburg he should go to live at the KLOPSTOCK PENSION.

He then asked him about his experience in radio, and whether he knew anybody working with radio in America. He told Hugo that he had a very good friend who had a radio station there. Hugo left early the next morning. He did not hear anything for about three weeks during which time he spent practically all of his time in his hotel room trying to keep out of sight and during this time worried a great deal. He also lost a great deal of weight and became very sick.

Finally he could stand the suspense no longer, and wrote a letter to Dr. RENKEN asking him what was the matter, and why he had been left stranded as he had, and further told him that he was out of money as a result of their forcing him to leave his job. He immediately received a letter back telling him that \$200 was being deposited at the AMERICAN EXPRESS AGENCY in Amsterdam for his passage.

On or about  
January 2,  
1940.

Upon receipt of Dr. Renken's letter he went to the Consulate and told him that a friend of his in Holland was getting \$200 for him. The Consulate already had received notice that \$200 was on deposit with the Express Company in Amsterdam for him. The Consul then gave him a certificate to take to the Holland American Line to secure steamship passage. This certificate is in the file.

65-1819

This certificate is dated at Cologne, January 2, 1939 (1940) and bears the seal of the American Consulate. It states:

"  
Certificate.

The American Consulate at Cologne has been informed by the American Express Company at Amsterdam that it holds the sum of \$200 for the credit of Mr. SEBOLD, Handelshof, Mulheim-Ruhr.

(Exhibit 1A16-59).

He went to the Holland American Line and made the arrangements to leave for America on one of their ships. He then returned to the American Consulate and was told that the Consul had changed his mind and that he should sail on a U.S. line ship from Genoa as the Holland liners had to pass through mine fields.

The Consul then refused to issue a passport until he, Sebold, had obtained a steamship ticket.

b7c  
On or about  
January 4,  
1940.

He went to see [REDACTED] the U.S. Lines, [REDACTED] at Cologne, about reservations on a U.S. liner. In [REDACTED] office he paid for a telegram which was sent to the American Express Company in Amsterdam, for money in payment for the ticket.

[REDACTED] told him, Sebold, that as soon as he received the money he would issue a ticket. He, Sebold, then returned to Mulheim.

January 5,  
1940.

He paid his bill at the Handelshof Hotel, which covered the period of January 1, to and including January 11, 1940. This is verified by the original bill.

(Exhibit 1A16 - 61).

65-1819

He did this as he expected to sail on the S. S. MANHATTAN on January 15th. He thought that he would have to leave Mulheim about the 11th in order to make the boat. He immediately wrote a letter to Dr. Renken that he intended to sail on the S.S. MANHATTAN on January 15th.

He received a prompt reply from Dr. Renken that he could not leave that soon as he would have to come to Hamburg at once for training. In Dr. Renken's letter there was money to pay for his train fare to Hamburg.

January 7,  
1940.

He received a letter in German on the stationery of the U. S. Lines, dated at Cologne, January 6, 1940 which, when translated, reads as follows:-

"

Regarding S.S. Manhattan January 15, 1940 from Genoa. With reference to your visit on the 4th of this month I hereby report that I today received from the U. S. Lines in Hamburg report that a good reservation has been made for you on the above steamer. As to our communication to the American Express Company in Amsterdam on the 4th of this month, I wait on Monday more particulars as well as a check for the \$200. After this arrives I will send you a steamship ticket. For the completion of the questionnaire I request that you give me the number, place of issue and the date of your passport as soon as you receive it from the American Consul. On the basis of the passport you will receive through a bank in Mulheim \$10 for Reichsmarks which you should order as soon as you receive the passport. There is no purpose in ordering Lire as in Genoa you would still have to pay the embarkation fee of \$1.00. Besides this you must obtain for yourself from the police headquarters through German permit to leave the country. The Italian Visum is not necessary for American citizens. I will write you further and close,

Respectfully,

b7C [REDACTED]  
Cologne

Domkloster 2.  
In the Savoy Hotel.

(Exhibit 1A16 - 60).

65-1819

January 10,  
1940.

He, WILLIAM SEBOLD, took a train to Hamburg and immediately went to the Klepsteck Pension where he registered. There he received a telegram from Mulheim stating that he had a telephone call from [REDACTED] b7c  
He went to see HUGO SEBOLD, and told Hugo that he had this telegram that [REDACTED] had phoned him. Hugo picked up the telephone and disguising his voice called [REDACTED] at Cologne. He personally found out that his, WILLIAM SEBOLD'S, ticket was ready and waiting for him at Cologne. Hugo immediately sent him to Cologne to pick up the passport and ticket.

January 11,  
1940.

He went to Cologne and secured his ticket on the S.S. WASHINGTON, sailing January 29th.

January 12,  
1940.

He went to the American Consul, and showed him the steamship ticket. The Consul asked for photographs before he would issue a passport.

January 13,  
1940.

He secured photographs of himself, returned to the American Consul, and was issued a passport. He told the American Consul that he had to pick up something on the way to Genoa, and that he wanted to be met by somebody upon arrival in the United States.

b7c After he received his passport he went to Mulheim for a day or two, and then returned to Hamburg. As he recalls he stopped on the way through Cologne and gave [REDACTED] the information which he requested in his letters of January 6th and 13th. The latter note reads:-

" I again request your passport number, place of issue, and date, in order that I can complete the questionnaire. I look forward to the final settlement of the matter and close,

Respectfully,

b7c [REDACTED]  
(Exhibit 1A16 - 62).

65-1819

On or about  
January 16,  
to  
January 18,  
1940.

He, WILLIAM SEBOLD, was in Hamburg living at the Klopstock Pension, and engaged for about an hour each day at Hugo Sebald's office where he was trained in the operation of a Leica camera, telegraphic work, telegraphic and radio codes. He was handed about 50 Marks a day for his expenses.

January 19,  
1940.

He returned to Mulheim and wound up his personal affairs.

January 22,  
1940.

He returned to Hamburg, re-registered at the Klopstock Pension and from then on until January 26th he was in training at Hugo Sebald's office. He spent his time there in studying the making of microphotographs practicing codes, receiving radio instructions and instructions on how to behave in the United States.

January 26,  
1940.

Hugo Sebald gave him \$1,000.00 in American currency, \$500 in \$10 bills and \$500 in \$5 bills.

(Exhibit 1A18-28)

The \$500 in \$10 bills was to be delivered to EVERETT ROEDER, 210 Smith Street, Merrick, L.I. N.Y.

He was further instructed to obtain a radio transmitting outfit and to study the Morse code in order that he could relay messages to Germany. Along this line it was also suggested that he arrange to contact some amateur broadcaster in the United States in order that he might become familiar with radio transmittal work. He was to adopt and use the name "HARRY SAWYER" in his work. While HUGO was giving him these instructions Dr. RENKEN walked into the room and took a chair nearby. RENKEN listened for awhile and then casually handed him a slip of paper on which was written the address of HERMANN LANG, 59-36 70th Avenue, Woodridge, L. I., c/o L. C. NORDEN, N.Y. RENKEN told him to record the address in his book and to return this slip of paper to RENKEN. RENKEN said that LANG was a friend of his and that he should look him up and give him the message "Greetings from RANTZAU, Berlin-Hamburg" and to tell LANG to return to Germany; that all of his expenses would be taken care of and that he would be provided with a position in Germany; also that LANG should return by way of Japan.



Then RENKEN kidded him about the spy work he was going to do in America. He jokingly replied that he might surprise RENKEN and bring back the famous American bomb-sight. RENKEN said he would not have to bother with that as they already had that bomb-sight out of Brooklyn. (Note: Lang's residence is in Brooklyn).

RENKEN then asked him if he knew what kind of a factory L. C. NORDEN Company have. He said that he had never heard of the name before. RENKEN merely smiled and left.

HUGO tore out of a note book a page of addresses which he handed to him and told him that he should copy these, which were:

COL. FRITZ DUQUESNE,  
c/o Air Terminals  
17 E. 42nd Street

LILLY STEIN,  
127 East 54th Street.

HERMAN LANG,  
59-36 70th Ave,  
Woodridge, L.I. N.Y.  
c/o L. C. NORDEN

EVERETT ROEDER  
210 Smith Street,  
Merrick, L.I. N.Y.

C. S. WANG, TRAVEL SERVICE  
Szechuan Road,  
Shanghai, China.

(Exhibit 1A 18-19)

It will be noted the name LANG was included which had been given him by RENKEN.

These names he wrote on a sheet of paper.

(Exhibit 1A 18-16)

b7C He was also instructed that [REDACTED] would be used in the event the United States went to war against Germany.

HUGO also handed him five microphotographs and pointed out that there were numbers on the backs of three of these microphotographs. He said that these numbers represented the first letter of the name of the individual to whom the microphotograph was to be given and that the numbers represented the letters in the alphabet, namely, the number "4" was for DUQUESNE; number "14" for ROEDER and "15" for STEIN. (Note that the letters "R" and "S" are the 18th and 19th letters in the alphabet instead of 14th and 15th.) These numbers had already been written on

65-1819

the microphotographs when they were handed to him. Hugo pointed out that the two unnumbered microphotographs were for his, SEBOLD'S personal instructions.

HUGO then handed him a strong linen tester type of magnifying glass and told him to take a look at the microphotographs which he did. He recalls that each of the numbered microphotographs contains a series of questions asking for technical information and naming such sources as the Bell Telephone Company, the International Telephone and Telegraph Company in connection with bombing equipment; also reference to anti-aircraft guns and bacterial warfare.

With reference to the unnumbered microphotographs he recalls that one of them contained instructions concerning radio transmission. The other unnumbered microphotograph contained his personal instructions as to his movements in New York, how to contact STEIN, ROEDER and DUQUESNE and what to say when he saw them.

At this same time HUGO handed him a microscope which has about a fifty power magnification and placed on the slide of the microscope a very small dot which HUGO pointed out and which he was able to read containing about a fifty word message. He does not recall the contents of this message in the dot. However, HUGO said that he should watch out for these pencil point dots in any communications which he received from Germany.

He was further instructed to join the NATIONAL GUARD for the purpose of finding out about firearms, and the latest designs in military equipment. He was further instructed to observe ship movements, newspaper clippings and anything pertaining to military purposes, and that COLONEL FRITZ DUQUESNE was the individual in New York City who was in charge of the activities of the German Agents there.

He was furnished with instructions as to the method he was to use in notifying the individuals in Germany as to his arrival and concerning his address in this country.

HUGO showed him how to conceal the five microphotographs in the back of his watch, advising that these messages could be read with a glass enlarged to thirty times.

65-1819

The \$500 in \$5 bills was to be used by himself for expenses during his passage to the United States, and to purchase a Leica camera and radio sending equipment after arriving in the United States.

He was further instructed that three days after his arrival he was to send a cablegram to HUGO SEBOLD, 2 Klopstock Str., Hamburg, Germany, using his true name of WILLIAM G. SEBOLD, and giving a fictitious address. If he was suspicious of being under surveillance, at the time, he was to state, "Am in doctor's care." After an additional lapse of fourteen days he was instructed to obtain lodging under the name of HARRY SAWYER, and to contact DUQUESNE, STEIN, LANG and RORDER, in accordance with his previous instructions.

He was further instructed to refrain from contacting Germans in the United States, and to stay out of the Yorkville section of New York City.

During his instruction he received from DR. RENKEN instruction concerning writing names and other information in books, by placing dots under letters on certain pages. (See HAWKINS ELECTRICAL GUIDE #6.)

(Exhibit 1A16 - 4).

He will identify and describe a sketch which he, SEBOLD, made of the location of the office of Hugo Sebold in the building and its location with respect to the Police Presidium on Glockengießer Wall, which he believes is the name of the street and the relation of these buildings to the Pension Klopstock.

(Exhibit 1A16 - 63).

He has also made a sketch as to the location of Sebold's office in the building on the fourth floor, front.

He states that while he was receiving his training from HUGO no one else was in the office. The only exceptions are the following:-

One day he was taken by Hugo out of the building and into the police station or an entrance which appeared to be into the police station building. There he was taken to the Radio Room, and introduced to an old man, whose name he does not recall. Hugo remained with him. They practised sending and receiving by use of a radio key. The old man stated in Hugo's presence, "If you can do everything else that well you are O.K."

HUGO then took him, WILLIAM SEBOLD, out of the place.

The only other occasion was when he was taken into the Police Department in the Foreigner Control Section. There a sharp-nosed, dry-humored individual who was about 32 years old, medium build, and an expert photographer, explained to him the workings of the Leica camera, that is, the loading, timing, and so forth. He was with this man about fifteen minutes. Hugo then took him back to his own office and showed him how to photograph a blueprint with the Leica camera. He demonstrated this by pinning the blueprint on the wall, and lighting it up with some ordinary desk lamps. He put some extension on the Leica lens, however.

b7C  
HUGO also showed him how to make microphotographs. He had a stand which held the Leica and the instrument which held the Leica slid up and down on a perpendicular rod, that is, the focal distance was adjustable. The documents were laid on the base of the stand, and covered with a glass. After Hugo had the size of the document he checked in a book which he had, which gave him the distance the camera should be from the documents, and the amount of time which should be given. After he had set the camera according to the book, he took a few pictures and then had him, WILLIAM SEBOLD, make a few photographs. These photographs turned out all right. Hugo then loaned him a Leica camera for the entire time that he was in Hamburg and told him to take plenty of pictures in order to get used to its operation. However, he simply took a few photographs around the Alster and of objects which had no particular interest. He also took the Leica to the Pension and took pictures inside the place. He tried to take photograph of [redacted] and told her that he wanted to take her picture to New York City as a souvenir. She refused to let him, saying she could not afford to have that picture taken. This indicated to him that they might check the pictures he took so he left the film in the camera. The day he left Hamburg he handed the camera back to Hugo with the negatives still in the camera.

There was no one else in training with him, at least, not directly as far as he knows, although he believes that other individuals living at the Pension Klopstock were called in Hugo's office, or to related offices, for daily instructions as he overheard, on several occasions, the telephone ring and then heard either MRS. GEORGE GUT [redacted] call someone to the phone, or tell someone that the car would be there at a certain hour to pick them up. b7C

He will further testify that at the Pension no one spoke much with anyone else. No names were mentioned. No business conversations were engaged in, and everything was very mysterious. When the phone would ring, either MRS. GUT [redacted] would answer the phone and would call the party desired to the phone. No names would be mentioned. The individual who was called to the phone would then leave the house. He observed that sometimes they would return after a day or two, and sometimes when this man or woman returned, they would make a general statement about having been to Holland or Czechoslovakia. He personally would be called to the phone by Mrs. Gut [redacted] and he would take a message from Hugo or on some occasions Mrs. Gut [redacted] would say that the car would be waiting outside at 10:00 A.M. or 10:30 A.M. b7C

65-1819

b7C  
Usually all of the activities were very mysterious to him. He engaged in some conversations with GEORGE GUT who appeared to him to be disgusted with the whole matter. Gut wanted to go back to the United States and offered to sell him the Pension. However, he noted that Gut acted more or less as a servant around the house. He simply peeled potatoes or helped with the cooking or cleaning, and occasionally took the family out to a concert where he would be one of the numbers on the program. Although they did not make any definite statements, MRS. GEORGE GUT [REDACTED] appeared to know what the whole matter was about. They received money from a MR. MEIER for board and room for the people in the Pension. They told him that Meier was a hard man to deal with, and was always trying to cut down on the amount of money they would get for the rooms. Meier also handed money to him, SEBOLD, while he was at Hamburg. He stated he received no money directly from Hugo.

His training schedule was usually from 10:00 to 11:00 A.M.; then he would be off for the rest of the day except that on one or two occasions HUGO and DR. RENKEN took him out for dinner and a drink. He estimates that he spent only about ten hours in actual training in Hamburg.

He does not recall any statements made by Dr. Renken or Hugo or anyone else about materials already received from America, or information developed by their agents in America. They made no comments to him whatever about this except on one occasion.

On about the last day he tried to give them a good impression of his intentions, and told them that upon his arrival in America he was going to get them the famous Bomb Sight whereupon DR. RENKEN replied that he would not have to trouble himself about that as they already had the Bomb Sight. Hugo was present at this time and they both smiled when this statement was made.

WILLIAM SEBOLD will also identify the photograph of NICKOLAUS RITTER as being that of DR. RENKEN.

(Exhibit 1A532- 13).

b7C  
He will also identify the photographs of Mr. and Mrs. GEORGE GUT [REDACTED] as being the persons he observed at, and who operated the Klopstock Pension.

(Exhibit 1A513 - 1)  
(Exhibit 1A514 - 1 and 3).  
(Exhibit 1A547 - 1).

65-1819

After finishing the instructions on January 26, 1940 at HUGO'S office, he took all of the materials and money which HUGO had given him to the Klopstock Pension and recorded the addresses for his own use. He then placed the slip of paper from Dr. Renken with Lang's address on it and the slip of paper from HUGO with the various addresses on it in an envelope which he handed to Mrs. GUT and told her to deliver this envelope to HUGO. He spent the night of January 26th at the Klopstock Pension.

On the morning of January 27, 1940, he went to Altona, Hamburg, where he took a train to Munich. No one accompanied him on this trip and he is not certain that anyone followed. He arrived in Munich that same night about dinner time and waited for a few hours for his train. About 10 p.m. on January 27th he boarded an Italian sleeper train for Milan, Italy, via Brenner Pass.

On January 28th about noon he changed trains in the morning and took a train to Genoa. He arrived in Genoa on Sunday, January 28th, about the late afternoon and took a room in the Hotel Britannia. He stayed at that hotel for the night and the next morning, Monday, January 29th, after clearing Customs and going through the formalities of his passport, etc. he boarded the S. S. "WASHINGTON" and sailed for New York.

After leaving HUGO'S office in Hamburg he was not contacted by any of the organizations who had assisted in his instructions in Hamburg in espionage activities nor did he see any of the people whom he had seen in connection with that training.

65-1819

January 29,  
1940.

He sailed on the S.S. WASHINGTON from Genoa for the United States.

He will further testify that when the S.S. WASHINGTON arrived in New York Harbor February 8, 1940 and before it docked at the pier, he was contacted by Special Agents [REDACTED] of the Federal Bureau of Investigation and [REDACTED] of the U. S. State Department.

He briefly outlined a portion of what had happened, to them, and was asked if he were willing to come to the office of the Federal Bureau of Investigation, which he agreed to do.

Accordingly, upon leaving the boat, and reaching the pier, he was again contacted by the above Agents and driven to the U. S. Court House Building in lower Manhattan, and taken to the office of the Federal Bureau of Investigation where he told, in substance, the story already repeated and turned over to Agents his watch, in the rear of which the five microphotographs were concealed; the two leather pouches of money, one containing \$500 in \$10 bills which he was to pay over to EVERETT ROEDER, the other containing \$410 in \$5 bills, which he was to use for his own expenses; the book entitled, "ALL THIS AND HEAVEN TOO", and the book entitled, "HAWKINS ELECTRICAL GUIDE", and other papers in his possession.

Photographs were made of the microphotographs showing them in their approximate original size and then in an enlarged form.

He will testify that he compared these photographs with the originals. He will identify and introduce the photographs into evidence. On the microphotograph which was to be delivered to FRITZ DUQUESNE appears the number "4". The contents of this microphotograph read as follows:-

- "
1. Find out if International Telephone & Telegraph Co. have offered to French and English Governments a new procedure of bombing which works as follows: The airplane is directed by some sort of ray against the target and crosses a second ray shortly before reaching the target by which the bombs will be released. Try to get hold of all particulars pertaining to the construction of the device, and find out how it has worked in tests and whether there have been negotiations in the French and English Governments, with the view of selling it to them.

65-1819

2. There is said to be a branch factory of the French plant of 'Potez' at Montreal. Find out the exact location, type of aircraft manufactured (Potez 56 and 65?). Are they building fighters (pursuit planes?) How many are they turning out per week? How many employees?
3. Find out all you can about [REDACTED] (:) —, [REDACTED] chemical warfare. Is he connected with the Chemical Warfare Service and the Chemical Armament Industries? Is he an officer, active or in the reserves of chemical warfare troops? - He is supposed to have developed a new means of protection [REDACTED] with which cloth uniforms f.i. is impregnated. What is the chemical make-up of the new protection? Is it still being tested by the Army or have orders for it already gone to the Chemical Industry? If so, to what firms and to what extent.
4. Find out everything possible about new developments in the line of anti-aircraft-guns. We want to know the weight of the gun in firing position, (four-legged cross-mounting), caliber, weight of the shell, weight of the cartridge, muzzle velocity, highest elevation, range, vertically and horizontally, firing speed, fire control. Manufactured by whom, and for how many? Delivery dates? Give particulars about gun manufacturing firms, name and location, how many employees, work capacity.
5. Is there any-where in the States an anti-aircraft shell with so-called "Electric Eye" being manufactured? If so, find out everything you can about the experiences gained in tests. Especially the caliber of the shell, how has the complicated inside mechanism reacted to the firing-off-shock? Weight of the powder charge? Is the shell being fired by anti-aircraft guns or are there any special designs needed for firing them, like firing rockets. How does the "Electric Eye" shell compare with the usual anti-aircraft shell. How are the not-exposed shells being rendered harmless before reaching the earth? How many meters or feet must the projectile be distant from the airplane in order to be exploded by action of the reflected ray?
6. Get copy of Harbord Espionage Law.
7. Keep us up-to-date on all developments in the aircraft industry. Always keep an eye at all that is going on at the leading aircraft plants, especially Curtiss, North America Aircraft, Glenn Martin, Douglass, Boeing, United Aircraft, Lockheed and the leading motor plants, especially Wright and Pratt & Whitney.



65-1819

New designs, straight-in-line-meters or radial, with or without supercharges, and all particulars as to performance, structural changes, d.s.c. (?) orders placed, by whom, and for how many? Delivery dates?

8. The Bell Corporation is said to have developed a cable for high frequency service up to 150 kilohertz (ks). Probably symmetric or coaxial styreflex-cable, outer diameter 10-15 centimeters (cm). Find out if it has been introduced into the American Army, in what frequency range it is used, structure of cable, diameter, covering and capacity of conduction. In what lengths is it being used, surface or underground? How are the different lengths being connected with each other? What do the plugs look like? Is there any special equipment for laying the cable? Get hold of a sample.
9. What is new about anti-fog devices? Exact description.
10. What is new about bacteriological warfare from airplanes? All details.
12. Find out all about new gas mask developments and give details.
13. What is new about the trench crusher? Is it being manufactured on a large scale, and by whom? Orders placed by whom and for how many? Delivery dates?
14. Send catalogues of receiving and sending tubes and radio receivers and radio senders. When of interest for army communication technique. We want several copies of Radio Operators' Manual, General Electric Co. transmitting tubes of the RCA and Receiving Tube Manual of the RCA.
15. What became of new gun turret design for Sunderland flying boats, which [REDACTED]
16. Pertaining to Sperry Range Finders, find out if the latest range finder is equipped to register changes in altitude and how it is being done.
17. Find out if there are going to Europe whole units or single aircraft with personnel of the USA Army and Navy as cannon-flaged Volunteer Corps. Report immediately when there are any signs of mobilization like calling up of volunteers, establishment of Drafting Offices and calling in of reserve officers and reservists on a large scale, shipment or take-off of USA units and shipping of large amounts of war-materials out of US Army and Navy store to Europe. State name of steamer and date of departure. Use attached code for cable reports.

65-1819

"

18. The Curraz (?) Corporation, Malden, Mass. has developed a new metal cleaning compound. Description in "Aviation", Volume 38, ----- of August, 1939, page 49. Get sample.

"(No item #11)." \*

\*Not in microphotograph.

The microphotograph which was to be delivered to EVERETT ROEDER, 210 Smith Street, Merrick, L.I. bears on its back the number "15" and is found to contain the following instructions:-

"

1. Find out if International Telephone and Telegraph Company have offered to French and English governments a new procedure of bombing which works as follows: The airplane is directed by some sort of ray against the target and crosses a second ray shortly before reaching the target by which the bombs will be released. Try to get hold of all particulars pertaining to the construction of the device, and find out how it ----- worked in test, and whether there have been negotiations ----- in the French and English governments with the view of selling it to them.
2. There is said to be a branch factory of 'Potes' at Montreal. Find out the exact location, type of aircraft manufactured, (Potes 56 and 65?). Are they building fighters (pursuit planes)? How many are they turning out per week? How many employees?
3. Find out all you can about [REDACTED] b7c  
(may be [REDACTED])  
of the ----- Service. Is he connected with the Chemical Warfare Service and the chemical armament industries? Is he an officer, active or in the reserve, of Chemical Warfare troops? -- He is supposed to have developed a new means (?) of protection [REDACTED] with which uniform cloth F.I. is impregnated. That is, the chemical make up of the new protection. Is it still being tested by the army or have orders for it already gone to the chemical industry? If so, to what firms and to what extent.
4. Find out everything possible about new developments in the line of anti-aircraft guns. I want to know

65-1819

the weight of the gun in firing position (four-legged cross-mounting), calibre, weight of the shell, weight of the cartridge, muzzle velocity, highest elevation, range, vertically and horizontally, firing speed, fire control, manufactured by who, and for how many? Delivery dates? Give particulars about gun manufacturing firms, name and location, how many employees, work capacity.

5. Is there any-where in this State an anti-aircraft shell with so-called "electric eye" being manufactured? If so find out everything you can about the experience gained in tests, especially the calibre of the shell. How has the complicated inside mechanism reacted to the firing off shot? Weight of the powder charge? Is the shell being fired by anti-aircraft guns or are there any special designs needed for firing, like firing rockets. How does the "electric eye" shell compare with the usual anti-aircraft shell? How are the not-exploded shells being rendered harmless before reaching the earth? How many meters or feet must a projectile be distant from the airplane in order to be exploded by action of the reflected ray?

6. Get copy of Barbour (note: This may be Harbour) Espionage Law.

7. Keep us up-to-date in all developments in the aircraft industry. Always keep an eye on all that is going on at the leading aircraft plants especially Curtiss, North America Aircraft, Glenn Martin, Douglas, Boeing, United Aircraft, Lockheed and the leading motor plants, especially Wright and Pratt and Whitney, new designs, straight-in-line motors or radial, with or without supercharger and all particulars as to performance, structural changes P.S.O. Orders placed by whom, and for how many? Delivery dates?

8. The Bell Corporation is said to have developed a cable for high frequency service up to 150 kilohers (kcs). Probably symetric or coaxial styreflex - cable. Outer diameter 10-15 centimeters (cm). Find out if it has been introduced into the American army, in what frequency range it is used, structure of cable, diameter, covering, and capacity of conduction. In what length is it being used, service or underground? How are the different lengths being connected with each other? What do the plugs look like? Is there any special equipment for laying the cable? Get hold of a sample.

65-1819

9. What is new about anti-fog devices? Exact description.
10. What is new about bacteriological warfare from airplanes? All details.
11. Find out all particulars about the rubber lined fuel tank developed by Glenn Martin, particularly the kind of rubber used, the swelling capacity of that rubber, and how the one or several layers of rubber adhere to each other and to the metal. The main question is: Does the protective rubber layer close the puncture, if hit by a bullet entirely or not? If this is not the case, the matter is of no interest to us.
12. Find out all about new gas mask developments and give details.
13. Send catalogues of receiving and sending tubes and radio receivers and radio senders, when of interest for army communication technique. We want several copies of radio operators manual, General Electric Company. Transmitting tubes of the RCA and receiving tube manual of the RCA.
14. Try to get photographs of the remote control of machine gun sights, and all available data on the design.
15. Find out if there are going to Europe whole units or single aircraft with personnel of the U.S.A. Army and Navy as camouflaged volunteer corps. Report immediately when there are any signs of mobilization, like calling up of volunteers, establishment of drafting offices and calling in of reserve officers and reservists on a large scale, shipment or take-off of USA units, and shipping of large amounts of war material out of U.S. Army or Navy stores to Europe. Watch name of steamer and date of departure. Use attached code for cable reports.
16. The Curraz Corporation, Malden, Massachusetts has developed a new metal cleaning compound, description is "Aviation", Volume 36 --- of August 1939, page 49. Get sample. "

65-1819

The microphotograph bearing the number 16 on its back was to be delivered to LILLY STEIN, 127 East 54th Street, and when this photograph was enlarged or examined under a magnifying glass it was found to read as follows:

"

1. Find out if International Telephone & Telegraph Co. have offered to French and English Governments a new procedure of bombing which works as follows: The airplane is directed by some sort of ray against the target and crosses a second ray shortly before reaching the target by which the bombs will be released. Try to get hold of all particulars pertaining to the construction of the device, and find out how it has worked in tests, and, whether there have been negotiations with the French and English Governments with the view of selling it to them.
2. There is said to be a Branch Factory of the French plant of 'Potes' at Montreal. Find out the exact location, type of aircraft manufactured (Potes 56 and 65?) Are they building fighters (pursuit planes)? How many are they turning out per week? How many employees?
3. Find out all you can about [REDACTED] b7c  
[REDACTED] Geaf, USA, an expert for chemical warfare. Is he connected with the Chemical Warfare Service and the Chemical Armament Industries? Is he an officer, active or in the reserves of chemical warfare troops? - He is supposed to have developed a new means of protection [REDACTED] with which cloth of uniforms f.i. is impregnated. What is the chemical make-up of the new protection? Is it still being tested by the Army or have orders for it already gone to the Chemical Industry? If so, to what firms and to what extent?
4. Find out everything possible about new developments in the line of anti-aircraft guns. We want to know the weight of the gun in firing position (four-legged cross-mounting) caliber, weight of the shell, weight of the cartridge, muzzle velocity, highest elevation, range vertically and horizontally, firing speed, fire control. Manufactured by whom, and for how many? Delivery dates? Give particulars about gun manufacturing firms, name and location, how many employees, work capacity.
5. Is there anywhere in the States an anti-aircraft shell with so-called "Electric Eye" being manufactured? If so, find out everything you can about the experiences gained in tests. Especially the caliber of the shell. How has the complicated inside mechanics reacted to the firing-off shock? Weight of the powder charge?

65-1819

Is the shell being fired by anti-aircraft guns or are there any special designs needed for firing them, like firing rockets. How does the "Electric Eye" shell compare with the usual anti-aircraft shell? How are the not-exploded shells being rendered harmless before reaching the earth? How many meters or feet must the projectile be distant from the airplane in order to be exploded by action of the reflected ray?

6. Keep us up-to-date on all developments in the aircraft industry. Always keep an eye on all that is going on at the leading aircraft plants, especially Curtiss, North America Aircraft, Glenn Martin, Douglas, Boeing, United Aircraft, Lockheed and the leading motor plants, especially Wright and Pratt & Whitney. New designs, straight-in-line-motors or radial, with or without supercharger and all particulars as to performance, structural changes b.s.c. Orders placed by whom, and for how many? Delivery dates?
7. What is new about bacteriological warfare from airplanes? All details.
8. Find out if there are going to Europe whole units or single aircraft with personnel of the USA Army and Navy as camouflaged Volunteer Corps. Report immediately when there are any signs of mobilization like calling up of volunteers, establishment of Drafting Offices and calling in of officers and reservists on a large scale, shipment or take-off of USA units and shipping of large amounts of war-materials out of US Army and Navy stores to Europe. State name of steamer and date of departure. Use attached code for cable reports.

65-1819

The microphotograph containing a double column of type, which bears no number on the back, is one pertaining to the instructions as to the time and manner in which SEBOLD was to contact the three persons above named. This document is in German, and when translated, reads as follows:

- "
1. In N.Y. first locate residence, eight days remain quiet, heed incidental observation. Passport extension not to be forgotten (Treasury Building, Wall Street.)
  2. Then establish contact with S. through following letter in the German language.

"My dear Miss

b7C [REDACTED] I have met your friend HEINRICH and I have regards from [REDACTED] in Grinzing to extend to you. I shall be glad if I can extend them personally and beg you to advise me of the time and place where I can meet you."

Signature (P.O. Box No  
arrange for at Main Post  
Office, City Hall Place,  
N.Y.C.) "

Instructions when meeting S

- a. All letters apparently received, uncensored, also those over R. last letter of 12.7 arrived here on 12.23
  - b. End of December \$200 were transmitted telegraphically from Holland to your above address. Acknowledgement of receipt still pending. Next payment falls on 4.1.40.
  - c. Give micros :
  - d. Intimate contact to be avoided, for the time remain exclusively in an auxiliary position, several address changes S. to be advised of.
  - e. S. shall send sample letter via W.
3. Establish contact with D through following letter in the English language:

65-1819

Dear Colonel,

b7c I have had the pleasure of meeting your old friends NICHOLAS and [REDACTED] and they have asked me to get in contact with you. I am a Patent Attorney myself, and I should like to talk over certain matters concerning developments of your latest design which has been called to my attention. Would you be good enough to advise me when and where a meeting could take place.

Hoping to hear from you at your earliest convenience, I

am

Most sincerely yours,

Signature

(P.O. Box Ne see above). "

"Instructions when meeting D

- a. All letters apparently received, uncensored.  
Last letter with newspaper clippings of 12.29.39 arrived here on 1.23.40. Air mail takes usually only 15 days. Two letters via Catania had been opened, but not by official censors.
- b. Give microfilm
- c. Next payment follows at the beginning of March 1940.
- d. Keep yourself at the disposal of D.
- e. D shall send sample letter via W.
- f. Telegrams fail to function. Numbers fail to make any sense when deciphered. Telegram with signature J worthless since the name and the port of call of the incoming ship could not be determined from it.
- g. Shall attempt to produce microfilm of reports by himself and to slip them into the lining of an air mail letter.
- h. Newspaper clippings giving date of publication and title of newspaper. Clippings from provincial papers are preferred.



65-1819

"

1. Ask whether the letter from Mexico arrived and when."
4. Establish contact with R. through the following letter in the English language:

Dear Sir,

I trust you have received my firm's letter of December 11th, 1939 in which they advised you of my coming and I should be very much obliged to you, if you would let me know by return mail when and where a meeting place between us can take place.

Until then I am

Most sincerely yours,  
Signature  
(P.O. Box Ne see above)

b7C P.S. [REDACTED] has asked me to give you his regards."

"Instructions when meeting R.

- a. \$500.-- transmitted we are awaiting acknowledgement of receipt in a report from R.
- b. Deliver some of the collected material and send via M.
- c. Personal description of R., about 55 years of age, medium height, muscular, stocky, wears glasses, has on one eye an eye defect, (possibly wears a small closely shorn mustache (teethbrush).
- d. Dispatch assignments.

I R ? B.

II W

- e. Cover address changes."

65-1819

The fifth microphotograph which bears no number on its back and is a single page of typing is also in the German language. It deals with the possible operation of the radio station and the method to be used in coding messages and in making contact with station located in Germany, as follows:

"	<u>Call-Signal</u>	<u>Wave-Length</u>	<u>Time</u>
	According to	M	15 oo
Seeb	the book	21	16 oo
Th	der	19.5	17 oo

In every case Seeb begins with the communication.

We will be advised of the beginning of the communication by cablegram.

During the first three days the above instructions are not to be followed but at the beginning of each hour a short signal will be given. In this manner the most desirable time for communication will be most quickly determined.

65-1819

"As soon as a definite agreement is arrived at the daily period of communication will be announced by cypher telegram.

The adoption of this type of communication will appear to be amateurish with the exception that only the specific signal of the caller will be sent and not that of the one called.

After both parties approve the quality of understanding (qsa 1-5) then telegram exchange may take place. In the event that the book which has been issued for ciphering is lost, the following alterations will be made.

- (1) Pass words for the heading of message

T R U P P E N S C H I F F E N

1 2 3 4 5 6 7 8 9 0 0 0

- (2) Pass words for the message

K O N V O Y B I L D U N G

5 9 7 12 10 13 1 4 6 2 11 8 3

- (3) As call-signal Seeb will give for a continued period: ale".

(Exhibits photos of microphotographs 1A18-1, 3, 4, 5, 17, and 18 and torn sheet of paper used by Sebold at the time he was instructed in code work by Hugo Sebold. 1A18-6, Original microphotographs 1A18-31 and 32.)

Sebold will here explain the method by which he was instructed to incode and decode messages, which is as follows:

65-1819

Exhibits 1A18-6 and 18).

As stated above, SEBOLD received a book entitled "All this and Heaven too", written by RACHEL FIELD, published by Collins Publishers, London, England. Further, HUGO told him that when he received a letter from Germany he will note that after about every third or so word a dot like a pencil dot; that this dot should be examined under a microscope and enlarged about ninety times; that there would be a message of about fifty words in each dot; that he had told Hugo that he, Sebeld, has six thousand dollars in the United States; that his wife keeps the money.

He will testify that after he was successful in setting up a radio or obtaining the assistance of amateurs operating a radio station in the United States the system to be used was as follows:

In order to arrive at the number of the page which is to be used in the enciphering of the message the basic number "20" is used and to this number is added the number of the month and of the day on which the message is sent, for example, the message illustrated below is to be sent on May 6, 1940. The basic number "20" plus "5" for the month of May plus "6" for the date makes a total of "31" which is the page from which the enciphering would be taken. The cypher message is headed by four groups of letters, each containing four letters and each group, respectively, indicating the date, the time, the number of words and the message number. In order to code these groups the first horizontal line on page 31 is used.

The letters of this line are copied horizontally across the page as demonstrated in line 1 of the example set out hereinafter. Then as in line 2 of the example the letters are respectively numbered from 1 to 0, a number being assigned to each letter with the exception that no number is assigned to a letter a second time it appears in the line, as in the example the letter "a".

A letter is then substituted for each number from 1 to 0, and the letter is used in place of the number in each of the four groups above mentioned. Thus in the example the letters of the date, the time the message was sent, the number of words in the message, and the message number. Line 4 illustrates the substitution of the letters taken from the first horizontal line of page 31, letters being substituted for the numbers appearing in each

65-1819

N

of the four groups. It will be observed that when the numbers in line 3 consist of less than four numbers, the substitution letter for zero is added to make up four-letter groups.

In order to encipher the message which is sent, the first vertical column of letters appearing on page 31 is then utilized. This vertical column of letters is copied horizontally across the sheet. Thus in the example, line 5 consists of the message which it is desired to send. Line 6 consists of the first twenty letters appearing in the first vertical column of page 31. In this respect in the event page thirty-one did not have a total of twenty letters in its first vertical column, then the next page having at least twenty letters in its first vertical column would have been utilized for the preparation of the code. Each letter then is numbered consecutively as it appears in the alphabet from one to twenty and in the event a letter appears more than once, it is numbered consecutively from left to right as it appears in the line. This numbering is demonstrated in line 7 of the example where it will be noted that the letter "W" appears three times and it was assigned the numbers 17, 18, and 19.

After the letters appearing on page 31 have received their numerical assignments, the message is then written into a rectangle of squares, there being twenty squares across the rectangle and five squares down the rectangle. This rectangle is demonstrated in figure 8 of the example. However, it will be noted in the rectangle that certain letters are in parenthesis. The squares containing these parenthetical letters were marked off prior to the writing of the message into the rectangle. This is done for the purpose of confusing anyone trying to decipher the message. This marking off of squares is accomplished by referring to line 7 of the example, where it will be observed the first number appearing over the first letter is 17 so that the 17th square in the rectangle was marked off. The next number appearing in line 7 is number 10, so that the 10th square after the 17th square, in other words the 27th square, in the rectangle was marked off and so on through the rectangle, using the numbers appearing in line 7 consecutively.

After the squares have all been marked off in this particular rectangle, using as many numbers as were necessary from line 7 to complete the rectangle going through it only once, the actual message was then written into the record, assigning one letter of the message to each of the squares of the rectangle.

65-1819

"

The final step consists in copying the columns from a rectangle in their order according to their numbers as set up in line 7, that is, the column headed by the number 1 is the first column which is copied as demonstrated in figure 9. However, it will be observed that column 1 is inverted. After column 1 has been copied, then column 2 is copied down and then column 3 and so forth, each column, however, being inverted. These columns are set up in five letter groups and when the entire rectangle has been copied off, the message to be sent consists of four squares of twenty-five letters to each square.

The transmission of the message is accomplished by sending the groups as five letter words taken in horizontal order from the enciphered message, that is, from figure 9 the message would be transmitted in the following order: T O H T O, T O A M A, E U I E I, N C H A Y, A H N I A, etc.

The message is concluded by transmitting the last three letters on the page of the book used. Thus, in this case, W2, RTY.

The example follows:

65-1819

Page 31 of Book

1. W - A S D E T E R M I N E D - T O - C A R R Y -
2. 1 2 3 4 5 6 7 8 9 0
3. 5640 10:35 25 11
4. ETDN WNSE AENN WNRN
5. I am ready to operate Radio send me call letters European station I can call and thus indicate to you I am on the air etc.
6. W P A P F E Y W G P T N O B S U C B S W
7. 17 10 1 11 6-5 20 18 7 12 15 8 9 2 13 16 4 3 14 19

8.

I	A	M	R	E	A	D	I	T	O	O	P	E	R	A	T	(A)	E	R	A
D	I	O	S	E	N	(B)	(C)	D	M	E	C	A	L	L	L	E	T	(D)	T
E	R	S	E	(E)	U	R	O	P	(F)	E	A	N	S	T	A	T	I	O	N
I	C	A	N	C	A	L	L	A	(G)	N	D	T	H	U	S	I	N	D	I
C	I	A	T	E	T	O	(H)	O	U	I	A	M	O	(I)	N	T	H	E	A

9. TOHIO  
AHNIA  
SSITU  
OLTEN  
MREAA

TCAMA  
CADTC  
EPANR  
EDCAI  
ETPEA

EUIFI  
NGUDN  
EFTDE  
SMLDE  
ROARO  
NCHAY  
SILIL  
AEONR  
LDCTB  
TIYAD

65-1819

SEBOLD will further testify that after explaining to the Agents of the Federal Bureau of Investigation what transpired in Germany with relation to forcing him to become an espionage agent in the United States, as well as the instruction which he received, he was then asked whether or not he was willing to follow the instructions given him in Germany, and assist the Federal Bureau of Investigation in making an investigation concerning this matter; that he agreed to do this, and was subsequently offered [REDACTED] compensation and reimbursement for all necessary expenses.

February 11,  
1940.

With the assistance of Agent [REDACTED] he went to the Western Union office, and sent the following telegram addressed to MR. HUGO SEBOLD, Klopstock Pension, Str. 2, Pens. Klopstock, Hamburg, Germany:-

"

ARRIVED SAFE HAD PLEASANT TRIP

HILL"

(Exhibit 1A18-7)

This was according to the instructions which he received.

(S. 143 - P. 18)

February 12,  
1940.

He went to ABE COHEN'S CAMERA EXCHANGE, 142 Fulton Street, New York City, and purchased a Leica camera, and made a \$20 down payment using a portion of the money given to him in Germany.



65-1819

February 14,  
1940.

He was advised by Special Agent J. C. Ellsworth that Post Office Box 865 in the Church Street Annex, U. S. Post Office, was rented under the name of HARRY SAWYER.

(S. 143 - P. 33)

and that he was to use the same as his return address. He also completed the payment on the Leica camera

(S. 143 - P. 21)

making a total of \$128.30.

(S. 236 - P. 3)

February 15,  
1940.

On this date he rented a typewriter from the AMERICAN TYPEWRITER AND ADDING MACHINE COMPANY, 875 Sixth Avenue, New York City, in the name of HARRY SAWYER, 63 West 85th Street, New York City.

(S. 236 - P. 18)

making a \$15 deposit plus \$3.00 for the first month's rent. He also rented an apartment at 223 East 82nd Street, New York City. [REDACTED] b7C

February 16,  
1940.

With the assistance of Agents Ellsworth and [REDACTED] he typed letters to: LILLY STEIN, in German, the translation of which is as follows:

"

My dear Miss,

b7C I met your friend, Heinrich, and I am to extend greetings to you and from [REDACTED] and [REDACTED]. I should take pleasure in being able to do this personally. Please inform me when and where I can meet you."

This was addressed to Miss L. STEIN, 127 East 54th Street, New York City. It follows the instructions as set out in the microphotograph mentioned above.

(Exhibit 1419-2 and 4.)

To: MR. EVERETT ROEDER, which is as follows:-

65-1819

New York City

Dear Sir,

I trust you have received my firm's letter of Dec. 11, 1939, in which they advised you of my coming and I should be very much obliged to you if you would let me know by return mail when and where a meeting place between us can take place. Until then I am

Most sincerely yours,

HARRY SAWYER

P.O. Box 356  
Church Street Annex Sta.  
New York City.

P. S.

b7c

██████████ has asked me to give you his regards. "

This was addressed to:

Mr. E. ROEDER  
210 Smith Street  
Merrick, L.I. N.Y.

(Exhibit 1A13-5 and 7.)

Also a letter to Mr. FREDERICK BUGHESSE, as follows:

65-1819

New York City

Dear Colonel,

b7C  
I have had the pleasure of meeting your old friends, Nicholas and [REDACTED] and They have asked me to get in contact with you. I am a Patent Attorney myself and I should like to talk over certain matters concerning developments of your latest design which has been called to my attention. Would you be good enough to advise me when and where a meeting could take place.

Hoping to hear from you at your earliest convenience, I am

Most sincerely, yours,

HARRY SAWYER

P.O. Box 865  
Church Street Annex Sta.  
New York City. "

The letter was addressed to Mr. F. DUQUESNE, %  
Air Terminal, 17 East 42nd Street, New York City.

(Exhibit 1A3-5 and 7).

These letters were turned over to Agents [REDACTED] b7C  
and Ellsworth for mailing.

On February 19, 1940

He obtained from Post Office Box 865, a letter from LILLY STEIN, which he opened in the presence of Agent Ellsworth and after reading the same and making notes therefrom, turned the same over to him, which letter is written in German and when translated reads as follows:

(Exhibit 1A19-9, 10, 11, K1  
S. 236 - P. 23 )

(It was addressed to Mr. Harry Sawyer,  
P.O. Box 865,  
Church Street Annex Station  
New York.)

65-1819

February 17, 1940

Dear Mr. Sawyer,

Many thanks for your kind letter. I would very much like to be able to see you soon and talk with you about our mutual acquaintances.

Wouldn't you like to come to me on Monday afternoon, the 19th? If so, between 3 and 4? Please telephone me in any event between 9 and 11 in the morning at Murray Hill 5-4439 or between 11 and 12 at Chickering 4-5750. In case you do not receive this letter in time to call me in the morning, then please call between 3 and 4:30 at the Chickering number or in the evening between 6:30 and 8 at Plaza 8-2987. This is my home telephone number where you can always reach me early in the morning.

Hoping for a meeting in the near future

Your

LILLY STEIN

On the same date he purchased a powerful lens to read the microphotographs with. Agent Ellsworth was with him when he made this purchase.

(S. 236 - P. 23)

On the same date, after receiving Microphotograph #16, from Agent Ellsworth, which he, Spohler, had received in Germany, he telephoned to LILLY STEIN and made an appointment to see her. With Agent Ellsworth accompanying him he rode in a cab to the neighborhood where LILLY STEIN lived - 127 East 54th Street. He will further testify from his notes (Exhibit 1A19 - 13) that he entered these premises about 7:20 P.M. by

65-1819

b7c

himself. He found that LILLY STEIN'S apartment was located on the ground floor, the door being off of a recessed hallway. After he knocked, the door was opened by LILLY STEIN whom he will identify. He walked into her apartment and was very much surprised as he expected to meet an old lady. He asked her at least twice if she were really LILLY STEIN and she confirmed that she was. He then said to her, "Greetings from [REDACTED] which, it will be observed, was the phrase used in the letter which he had addressed to her and which was set out in the instructions that he was to follow. She replied "I know. I know". She immediately stated that she had not heard anything from ELLI. He did not ask her who Elli was and she did not go into the matter any further. He then took the microphotograph which he brought from Germany and which he was instructed to give to her from his hat and handed it to her, asking her if she could read it. She went to her purse, took out a large, powerful lens, set it in a socket looked at the microphotograph through the lens and said that she could read it well. She then handed him a telegram which he read in her presence and as he recalls, read as follows:

"I WILL SOON BE BACK LOVE HENRY".

She remarked that HENRY is a well known American and a diplomat. He handed the telegram back to her without observing whether it was actually addressed to her, the date on the telegram or the place from whence it was sent. He then handed her the longhand list of instructions which he had copied off and asked her to look them over, which she did. She told him that she had gotten the \$200 all right; that she had written several letters to Hamburg but had not heard anything for a long time and thought maybe the letters had been lost.

65-1819

She said that she thought it was a good idea to typewrite these letters as he had done, and that she was going to get herself a typewriter for future use. After she had read over the instructions she asked him to sit down and have some liquor with her, which he refused to do, stating that he had to leave right away, telling her that he did not want to be seen in her apartment. He told her to write to Post Office Box 865, Church Street Annex, if she had any further questions and that he would probably telephone her again in the future. As he was leaving she stated, "Now you are going and leave me all alone".

Her apartment was very luxuriously furnished, and he felt much out of place and wanted to get out of there as quickly as he could. He was in her apartment about ten minutes.

(S. 236 - P. 23).

February 22,  
1940.

He will testify that he received a second letter from LILLY STEIN addressed to himself as HARRY SAWYER, at Post Office Box 865. This letter, when translated, reads as follows:-

" New York, February 20, 1940

DEAR MR. SAWYER,

I am sorry that I must trouble you again and speak to you again in the next few days. If you would, you can come to me or we can meet on the way some place. Just name the place.

I hope you still have my telephone number. It is best that you call me early in the morning before 9 o'clock and then we can talk over something.

I entirely forgot to ask you more about HEINRICH and there is something that I don't quite understand.

65-1819

"  
Until soon, accept many hearty  
greetings from your

L. S. "

(1A19, 15, 16 and Q1 and 2,  
S. 363 - P. 6).

February 23,  
1940

Accompanied by Agent Ellsworth, he telephoned from a corner drug store to LILLY STEIN about 8:30 A.M. and made an appointment to meet her on the corner of 57th Street and Lexington Avenue on her side of the street at about 3:00 P.M. and that they would go to some cafe and talk matters over.

He will testify further that he met her at the arranged place, about 3:50 P.M.

From his notes (1A19-13)

he will further testify that he took her to CHILDS Restaurant on East 59th Street. She seemed to be concerned about having no code with which to send her messages and also about her lack of technical knowledge of airplanes and armaments which knowledge she would need in order to question her male acquaintances. She admitted that she is a prostitute and that she had followed her profession in London and Belgium. She produced a letter from HEINRICH SORAU whom she calls "HENRY".

This letter was written in Hamburg but was mailed in New York and was received by her in the last day or two. This letter referred to all the good times the writer had had with her and said that he was coming to America soon. The letter stated that "by now you have probably met Harry Sawyer who is a funny looking animal but very reliable". He asked her to describe SORAU and she told him that SORAU was about 45 years old, 5'10" tall, wears spats, has a wrinkled face, like his (Sebold's) and wears a hat with a brim turned down all around. This description corresponds with the description of HUGO SEBOLD whom he had met in Germany.

65-1819

b7C She further told him that a well known American, whom she mentioned the other night, was a man named [REDACTED] who was [REDACTED] at Leipzig. She said that [REDACTED] was returning to Washington, D.C. in the near future. She stated that she did not know any of the other agents operating in this vicinity. He did not mention any names to her. She stated that she knew an airplane designer on Long Island from whom she might get some information; that HENRY SORAU was an American citizen and used to work in the FOKKER AIRPLANE COMPANY in the United States and that she is personally acquainted with [REDACTED]. He told her that he was not interested in her socially, and that she should treat him like a father rather than one of her boy friends and that he would help her all that he could and that she could come to him with all her troubles as they are engaged in the same business. She stated that she was hard pressed for money at that time. He asked her who ELLI was and she stated that the name was ELSE; that she works as a secretary for a German attorney and that ELSE is a girl friend whom she knows here in New York City and that Else was not engaged at the time in espionage work. She stated that Detroit was full of foreign agents, and is a very dangerous place to be in. She further stated that she had come to the United States originally in 1926 (probably 1936) and that she has been presently in the United States as an immigrant since October 1939; that prior thereto she was in London, England under the name of LILLY STEIN and also in Belgium, where she was also engaged in espionage work. He instructed her that she should send a sample letter by way of [REDACTED] China, which he had failed to tell her to do on their first meeting.

b7C



65-1819

She said that she would do this and that she would also write to HEINRICH SORAU about having met him, SEBOLD. She stated, among other things, that in case of mobilization and concerning any outgoing ships she was instructed to immediately notify Hamburg; that she did not know how to do this; that he, Sebald, told her that he would send these messages by way of radio.

She stated that she would like to be instructed in the technical terms with reference to airplanes and armaments in order that she could ask questions of men whom she meets. In the letter which she exhibited from Sorau, she was told that her business undoubtedly would be better in Miami at that time of the year.

(S. 363 - P.6)

February 24,  
1940.

SEBOLD will testify that he took from Post Office Box 865 a letter addressed to himself as HARRY SAWYER, which reads as follows:

" AIR TERMINALS CO.  
120 WALL STREET  
31 FLOOR  
N.Y.C.

WH. 4-3940  
Between 2 and 4 P.M.  
Phone. First."

(Exhibit 1A3-14, 15, 16  
Q3 and 4.  
S. 363 - P. 14).

45

65-1819

February 26,  
1940

He will further testify that at 9:45 A.M. he telephoned the number set out above, and that the girl answered and stated that DUQUESNE would not be in but could usually be reached at about 4 P.M.

(S. 363 - P. 16).

He again called the same number at about 1:55 P.M. and again about 2:25 P.M. at which time a man, answering to the name of COLONEL DUQUESNE, answered the telephone. He asked where he, Sebald, was. He then told him to come right down to the 31st floor at 120 Wall Street, which he did, entering the building at about 2:50 P.M. From his notes, (1A3 - 18) he will testify that upon getting off of the elevator on the 31st floor, at 120 Wall Street, he was confronted by the telephone operator opposite the elevator doors. He asked her for Mr. Duquesne's office and she told him to go to Room 17 - 18, which was directly down the hall to his left. Upon entering door #17 he found Duquesne sitting in the extreme left corner of the room. He observed that there were four or five desks in this room. As soon as he entered the room Duquesne, whom he will identify, called over to him, "Hello, Harry" and as he approached Duquesne's desk Duquesne handed him a pink slip of paper on which was printed in English, "We will go out. Cannot talk here".

(1A3 - 52.

Q5 )

which note he, SEBALD, placed in his pocket and later turned over to Agent [redacted]. Duquesne said nothing more but put on his coat and hat and they walked out on the street together. Duquesne suggested that they go to the Automat as it would not be so crowded at that hour. On the way to the Automat Duquesne asked him, Sebald, if he had come over by way of China. He stated that he had received a letter from China saying SAWYER would come to see him; that he told Duquesne that

65-1819

he came by way of Genoa on the S.S. WASHINGTON. Duquesne asked if he had had any trouble getting in, that is, with the Immigration Authorities, to which he replied that he had had no trouble although he did tell Duquesne that he had had his passport stolen in Germany and had to obtain a new one. He then told Duquesne that he had a microphotographic message for him and also some information to be delivered to him which was in the German language. He asked Duquesne if he could understand German and Duquesne said that he could not. Duquesne then told him, Sebold, that he had once been tried for murder in New York; that at that time he swore that he could not understand German; that he had never been in Germany and that he had no German connections. Duquesne then asked about conditions in Germany and he told him that they were not very good; that he had personally lost 30 pounds while in Germany; that the heat was intense there last year; that the people are indifferent to the war and do not fare very well; that from the military point of view the nation is very strong, and the young men in the army appear to be well taken care of.

Upon reaching the Automat, on Broadway below John Street they both obtained a cup of coffee and sat down in a distant corner. Duquesne produced a brief case and opened it and took from it a couple of letters, one of which was from [redacted] and told him, Duquesne, that a business representative would come to see him and would talk about negotiations. This letter was signed "SCRAU". The other item was an envelope from WANG in China which had had no stamps on it. He, Sebold, did not recall how these letters were addressed to Duquesne. Duquesne was unable to find the letter in his brief case which referred to his, Sawyer's, coming to see him. Duquesne stated that if he, Sebold, was going back to Germany right away he had something for him to take back. He told him that he was not returning to Germany. Duquesne then stated that he had sent a lot of things over there without receiving any answer; that he had sent some plans for a submarine

b7C

65-1819

and a gas mask but had had no reply from Hamburg. He asked him, SEBOLD, if he could speak the Italian language and he told him, Duquesne that he could not. Duquesne then said that he has something at the present time which he desired to send on an Italian boat but did not go into details why he wanted someone who could speak Italian. He then gave Duquesne the microphotograph which he brought from Germany for him and Duquesne stated that he had a glass and would be able to read the message. He, Sebold, then read him the instructions which he had copied off of his own microphotograph and translated them into English for him, Duquesne. He said that he understood these instructions and would follow them. He then instructed him, Sebold, to type up these instructions in English and to hand him the third carbon copy. He explained that every typewriter has its peculiarities and can be identified but that it was very difficult to identify a typewriter from the third carbon copy. He then told him, Sebold, that he should buy a pair of gloves and use them when handling paper on which he was sending messages. This he told Duquesne he was already doing. Duquesne then asked him how he knew his address at 120 Wall Street and he, Sebold, will testify that he was at a loss to explain this but Duquesne then asked him if he had mailed the letter to the West 42nd Street address and he told him that that must have been the address he had sent it to. He did not want to pull out his list of addresses for fear that Duquesne would want to look at the whole list. He then asked Duquesne whether he had a code, and Duquesne pulled out a sheet of paper containing a code written entirely in numbers. He then asked him, Sebold, about his code and he told him, Duquesne, that the only code that he had was one to be used for radio purposes.

65-1819

He then outlined his instructions pertaining to setting up the radio and transmitting messages, over it to Germany. Duquesne stated that he did not know much about radio personally. He told Duquesne that he would take care of that. Duquesne then suggested that he get a little house in New Jersey in the country somewhere if he was to set up a radio sending equipment, indicating what he would give him, SEBOLD, to send over the radio at such time as the radio was in operation. He then asked Duquesne what he was to do about getting a job and told him that he was supposed to get work in some kind of an airplane factory; that he had had experience before working in an airplane factory to which Duquesne demonstrated considerable interest. He then asked him, Sebold if he had had any experience as a draftsman and if he could understand blueprints, which he told Duquesne was his real work. Duquesne then suggested that he try to get a job in the Grumman airplane factory near here, which he stated builds a very fast pursuit plane and has a new government contract and indicated that he would help him find a job. He then asked Duquesne how he was to make connections with him in the future whereupon Duquesne asked him, Sebold, for his residence address which he gave to him as 223 East 82nd Street and told him that he lived there under the name of HARRY BUCHNER. DUQUESNE then instructed him never to mention the name of Sawyer again nor to use it, and told him that if he is ever asked if this is his name to deny it. He told him that if he, Duquesne, wants to see him again he will mail him a pamphlet or some other printed matter pertaining to radio, at his 223 East 82nd Street address, and upon the receipt of such letter he, Sebold, will know that he should immediately contact him. Duquesne, by telephone and say some such phrase as "How is the printing business?" or some other phrase indicating that he is connected with the printing business. He then instructed him, Sebold, never again to come near 120 Wall Street and under no circumstances is he to recognize him if he sees him or tell anyone that he knows him even though he is placed against the wall and shot down.

65-1819

He cautioned him not to talk in his sleep and not to talk to his wife and particularly to stay away from Germany. Duquesne then stated that at such time as he receives a call over the telephone from him he will then tell him where he can meet him. He also said that if he, SEBOLD, does not hear from him, Duquesne, in a long time he is to telephone without waiting for a letter; that in all his conversations he is to talk as bad as possible about Germany and the Germans so that he will create the opinion in people's minds that he is anti-Nazi. He then asked Duquesne why his messages, which he had sent by telegram, were not readable when they arrived in Germany, that is, why the numbers did not make sense. Duquesne said that all of the telegraph operators in the United States are English or at least are working for England and that they probably juggled the number codes so that they will not be readable when they arrive on the other side; that everyone in this country works for England and in fact, this is not America but England. Duquesne then warned him never to carry anything of an evidentiary nature on his person; that if he wanted to save a document or keep it for a while he should keep it in an envelope and address the envelope to himself at his post office box. He could then leave the envelope in the post office box indefinitely. He further stated that no one in this business knows anybody else engaged in the same business; that he did not want to know who the other people are that he, Sebald, contacts. He claimed not to have any idea of who had sent him a letter postmarked in New York telling him that Sawyer would contact him. He indicated that this letter had been sent by way of Wang and was relayed in New York City. LPC

He will further testify that he told Duquesne that he was a "green horn" in this business and merely a messenger boy and

65-1819

that he desired to have instructions given to him. DUQUESNE stated that he is known at 120 Wall Street as a man connected with the shipping business; that his reputation gives him an opportunity to secure information concerning incoming and outgoing ships. He asked if he, Sebold, had any money for him. He said that he did not, and that his next payment would be due on the first of March. He then asked him, Sebold, if he had any money and he told him that he had not been taken care of. Duquesne then said, "I want to make a new connection over Tokyo, Japan and I may know a young German boy there". He did not go into any detail as to why he wanted a new connection. He said he had sent two letters recently by way of ~~mail~~ in China. He stated that he already knew how to make microphotographs and that he would teach him, Sebold, how to make them; that he told Duquesne he had purchased a Leica camera but could not tell him the speed of the camera when Duquesne asked about it. He explained that he had just recently purchased it, and was not yet well acquainted with the operation thereof. Duquesne then asked him if he also had an enlarger which he answered in the negative. Duquesne then asked him if he had brought along some wax from Germany and when he had told him that he had not, Duquesne did not make any further statements concerning it. He said that it was very simple to make microphotographs. He stated that he wanted to study his instructions, lay his plans and that he would, at a later date, let him, Sebold know, what his decisions were. He did not set a definite time as to when, he, Sebold, should give him the typewritten copy of the instructions. He stated that he stayed away from Germans as every German in America is a "squealer" and that he, Sebold, should be very cautious and burn everything.

65-1819

He told Duquesne that he had burned his, Duquesne's, note which he said was the right thing to do. He then talked about his hatred for the Jews, and said among other things that this is no war with England but a war of the Jews against Germany, and that the English are fighting the Jews' fight.

He also talked a great deal about the conviction of FRITZ KUHN and claimed that this evidence was "framed" by the Jews; that Kuhn was sent up for six years for nothing. He then cautioned him, Sebold, that if he ever gets work in an airplane factory he is, under no circumstances, to take blueprints from the factory but to get the essential points of the plan in his mind, then make his own drawing as best he can and he is then to let the German experts piece the plan together.

He then told Duquesne that he sounded like an Englishman with a cockney accent whereupon Duquesne said that he had been educated in England. Upon leaving the Automat they walked to the City Hall Plaza, New York City, where Duquesne said that he would notify Hamburg that he, Sawyer, had been to see him and that he would subsequently get in touch with him. They then separated.

(S. 363 - P. 17).

March 1,  
1940.

Sebold will testify that he received at his residence, 223 East 82nd Street, New York City, a telegram which was addressed to BUCHNER, which read as follows:-

"INVESTMENT DANGEROUS FOLLOWED AFTER MEETING  
STOCK BAD POSITION HOLD OFF

S. FRANK"

(Exhibit 1A3 - 73.)



65-1819

After receiving this telegram, he sent one to  
F. DUQUESNE, 120 Wall Street, 31st floor,  
New York City, reading as follows:-

"I AM HOLDING STOCK

HARRY"

(S. 401 - P. 8)

Sebold will testify that he took from post office  
box 865 letter addressed to himself as HARRY  
SAWYER which read as follows:-

February 28, 1940

Mr. Harry Sawyer  
New York City.

Dear Mr. Sawyer:

I had expected to hear from you for some  
time, as your Company advised me in a letter  
received on January 15th that you would communicate  
with me. Needless to say, I was glad to hear  
from you.

I have recently developed a new system  
for Oil Burner Control that I think you would be  
interested in, and I would like to meet you  
and talk the matter over.

667C [redacted] used to meet me at the Baldwin  
station of the Long Island Railroad, taking  
the train leaving Pennsylvania Station at 7:17  
P.M. and arriving at Baldwin shortly before eight.  
This is a through train, and it is not necessary  
to change at Jamaica. My car will be at the  
station, a 1939 Buick, license number 5 R 16 98.  
parked at the platform.

65-1819

"I suggest Monday evening, March 4th, if convenient to you, and will keep the appointment at that time unless I hear from you to the contrary.

Sincerely yours,

/s/ E.M. ROEDER"

(S. 401 - P. 7.  
Exhibit 1A13-32 and 33  
and Q38.)

On March 4,  
1940.

Will testify  
that he purchased additional equipment for the  
Leica camera in order to make microphotographs.

(S. 553 - P. 4).

He will further testify from his notes

(1A13 - 22)

that he received from Agent Ellsworth the sum of \$500.00 in \$10 bills, which he, with Agent Ellsworth, checked against a list describing the said money by serial number and other identifying marks, and found it to be the same. He also received the microphotograph which he had brought over from Germany for Everett Roeder;

(1A13-12,13 and 14)

that that evening he took a Long Island railroad train to the Baldwin station, Baldwin, L.I., arriving about 8:00 P.M. Upon getting off of the train he observed a Buick sedan bearing 1940 license number 5 R 1698 which Roeder had set out in his letter. He walked to this car, climbed in and the man, whom he will identify as EVERETT ROEDER, said to him "You are Harry Sawyer"; that he told Roeder that he was but that he did not know who he, Roeder, was and desired some means of identification. Roeder then said that he had received a letter from Hamburg advising him that he, Sawyer, was coming to see him.

65-1819

b7c

He then asked ROEDER who had sent him this letter. He said that the letter was signed by [REDACTED] and was mailed from the address of DR. LEONHARDT, Rottenbaumschaussée 135, Hamburg, Germany; that he asked him what Dr. Leonhardt looked like, and Roeder described him as being a man with a pleasant personality; rosy cheeks, about 30-33 years of age, middle sized, who "came out of the North Woods near Canada". This description fits that of the man whom he, Sebold, knew as DR. RENKEN.

He then asked him who [REDACTED] is, and what he looked like, to which Roeder replied that he did not recall [REDACTED] last name; that he met him at Merrick, Long Island, three years ago; that he is a young man, 23-25 years of age, with a scar on his cheek.

ROEDER then drove him to Merrick, Long Island, and they parked in a lot along the railroad tracks where they talked. He asked him, Roeder, if he knew any other people on the other side but Roeder stated that he did not know them personally although he produced a note book containing three or four addresses of individuals in Hamburg. The names and addresses were unfamiliar to him. ROEDER stated that he had written to these addresses but had not heard from Hamburg in the past six months, and so had not written again; that he had gathered considerable material which he wanted to send to Hamburg but had had to burn it.

He then asked Roeder if he was acquainted with the addresses of WANG [REDACTED] Roeder said that he had never heard of these before. He let Roeder copy the names and addresses of these two men. b7c

ROEDER stated that the letter addressed to him had told him that he, SEBOLD, was a representative of the Government, and that he, Roeder, should give him all matters for relay to Germany.

He then handed ROEDER the microphotograph, #15, and asked him if he could read it. Roeder stated that he had a jeweler's eye glass with which he could read the microphotograph and said that he had received microphotographs before.

He then said to Roeder that he had a lot of money for him, namely, \$500.00. Roeder stated that that was not very much money; that he had expected \$2,000.00. He said that they had promised him \$200 a month, and that he had not received any money for the past six months. He, SEBOLD, took the \$500 (fifty \$10 bills) which had been handed to him by HUGO SEBOLD in Hamburg, and gave it to Roeder. He suggested that Roeder count the money. Roeder said that it was all right. Roeder wrote out a receipt on a sheet of paper taken from a small note book, containing six rings, which receipt read as follows:

"Received Five Hundred Dollars on Account.

- - - Carr "

(Exhibit 1A13-26).

With reference to ROEDER'S statement that he should have received \$2,000.00 he told him that he expected the "big boss" to come to America soon, and that he would take up the matter of his, Roeder's, finances with him. He then discussed with Roeder the matter of setting up a radio station for the sending of short wave radio messages to Germany. Roeder said that he formerly had an amateur's license, and that he would help him get organized. He told him to write to the AMERICAN RADIO RELAY LEAGUE, Hartford, Connecticut, and secure an Amateur's Hand Book. He stated that he would be unable to help him, SEBOLD, get an amateur's license; that he would have to do that himself.

65-1819

He also said that he had in mind a party who would sell a short wave broadcasting station for one hundred thousand dollars. He seemed to think that he, Sebold, had unlimited funds at his disposal. He told him that he would take this up with the "big boss". Roeder then handed him, Sebold, a black brief case which had a nickel lock and nickel metal corners.

(1A13 - 45 and 50).

He stated that this brief case contained several documents; that some of the documents in the brief case were to serve as a camouflage but that there were some important documents which would be of interest on the other side. He stated that he would have to have the documents and the brief case back by the following Monday night; that he would immediately report to the Long Island Railroad that he had lost his brief case; that in the event he, Sebold, was picked up with the brief case in his possession he should say that he had found it in the railroad station or on a Long Island train; if nothing happened then upon return of the brief case he, Roeder, would report the recovery of it. He, however, was to communicate with him, Roeder before coming to Baldwin to meet him again. He told Roeder that he would make microphotographs of these documents and send them to Hamburg. He asked him, Sebold, if he had a camera and he told him that he had a Leica. Roeder wanted to know if he had filters for it and he told him that he had not. He then told Roeder that he wanted to get a job in an airplane factory and asked him if he could help him.

65-1819

Roeder asked if he were an American citizen and he told him that he had been naturalized. Roeder then asked what experience he had had and he, Sebold, told him that he had worked in the CONSOLIDATED AIRCRAFT on the West Coast and that he had experience as a mechanic and draftsman. Roeder then stated that he would see if he could get him a place at Grumman's in their Experimental Department as he had a friend there by the name of [REDACTED] Roeder then stated that he had made several trips to the West Coast himself but did not mention any of the business transacted. He wanted to know if he, Sebold, was intending to remain in the United States. He told him that he was, and that he came over from Germany by way of Genoa. Roeder then asked him if he was sure that he was not being followed whereupon he told him that he knew that he was not; that he was very expert in "ditching" people; that he had rented a box in the Post Office, 90 Church Street, Annex, because the lobby there is generally vacant and he is able to get his mail without anyone seeing him. b7C

Roeder then drove to the main street and let him out at a beer parlor, and he caught the Long Island train at Merrick, L.I. for New York at about 9:15 P.M.

On his arrival in New York, he contacted Agent Ellsworth and opened the brief case in his presence. He noted the contents thereof and will identify photographs as being of the documents contained therein. (1A13-45 to 50).

He then turned the brief bag and contents over to Agent Ellsworth. (S. 401 - P. 13).

65-1819

The documents in the brief bag consisted of:

1. The description of an electro-thermal control of switching devices, as used in the electro-thermal alarm system for the Sperry Salinity System.
2. A description of a constant altitude control device, the operation of which is actuated by the changing of barometric pressure.
3. A description of a thermal control relay system for operating various devices, such as a domestic oil burner.
4. The description of a speech secrecy system or method of scrambling and unscrambling speech signals during transmission over electrical circuits.

65-1819

March 7,  
1940

Sebald will testify  
 from his notes (1A19-13)  
 that he made a telephone call to LILLY STEIN  
 from the lobby of the Manhattan Towers, and  
 requested an appointment with her. She  
 requested that he come to her apartment at  
 about 4:30 the same day; that he went to her  
 apartment and during the conversation he  
 brought up the name of [redacted] and asked her who  
 he was. She stated that she did not know.  
 He asked her if she knew [redacted] in Hamburg, and  
 described him. She said that she knew him as  
 "the Doctor"; that she met him and Gerau together  
 in Hamburg on several occasions and they took  
 her out. They induced her to come to America and  
 work for them and told her that it would be very  
 easy for her to spy in America, however, that she  
 found that it is very difficult and that she had  
 much better success in England and Belgium.  
 He then brought up the subject of the American  
 whom she had referred to in her previous conver-  
 sation and she said that he came over on the  
 WASHINGTON the other day and was then in Washington,  
 D.C. but that he was coming to see her the  
 following Sunday. She stated that this man [redacted] b7C  
 [redacted] had no connection with the other side;  
 that he is a very patriotic American who hates  
 the Nazis and is a high class individual. She  
 further stated that he would probably shoot her  
 if he knew she was a spy; that she is merely  
 trying to use him as a means of getting information  
 and that is why she brought his name up.  
 He then asked her why she is in the spy business,  
 and she said that GERAU and [redacted] had been very  
 nice to her, and that she had not been persecuted  
 even though she is half-Jew; that she feels  
 indebted to them for this, and so, for some time,  
 has tried to get information for them in England  
 and Belgium and now in America. She stated that  
 she knew of another man on this side who was  
 connected with the Hamburg organization. She knows



65-1819

his name as "JIM". She said that he has not received any money from Hamburg for months; that he is destitute as that is his only means of securing a living. She further stated that she expected to have some money brought over to her by some unknown person, perhaps, on a Swedish ship; that recently she had sent two telegrams to HEINRICH SORAU, Rottenbaumschasse 135, Hamburg, Germany, in which she said that she is worried about "Mary". She stated that this wording means that she is worried about money. However, she had not heard a thing from Hamburg; that the last time she received her money it was through the Chase National Bank and it was paid to her under very mysterious circumstances although she did not say what these circumstances were; that she had no idea who sent the money. She talked a great deal about how much she was in need of money and asked him, Sebold, if they had given him any money when he left. He told her that they had not given him very much money and that he had to spend it for equipment although he was told that he would be taken care of when the war was finished. She stated that she had to have some money quickly; that she had pawned everything; that she was back in her rent and that she couldn't understand why they would leave her here with no money as she could not move in the proper circles where information could be obtained unless she had sufficient money. She stated that she had not heard from Sorau but expected him to arrive at any time as she believed his passport had expired. He, Sebold, suggested to her that Sorau might come in through Mexico. She stated that she had a connection in Vienna whom she did not name but who was also connected with the Hamburg outfit. She said nothing more about this individual. He then told her that he was getting a radio; that she should gather information and prepared a list of addresses of every one she knew in order that he could handle her business for her through the radio.

65-1819

67C He further told her that he would be able to get her an answer back within an hour from Germany after the radio is hooked up. She expressed the opinion that America will go to war against Germany; that she had written letters to Hamburg and sent them by way of [REDACTED] WANG, telling Sorau that all the American officers have been called out for summer training. He then asked her again about a code and she said that she has a number code. (It will be recalled in the first interview she stated she did not have a code.) She stated that she had been approached twice by a [REDACTED] fellow named [REDACTED] 67C who used to live in [REDACTED]. He is an [REDACTED] by profession and lived at the time at the [REDACTED] that he had asked her how he could get into the French or English Intelligence Service telling her that the Germans did not pay enough. She claimed that she had laughed at him and to have not told him that she was doing any Intelligence work for Germany; that he was leaving for [REDACTED] in about two months.

(S. 401 - P. 51).

March 8,  
1940

Will testify that he wrote the following letter to Roeder at Merrick, Long Island, New York.

(1A13-29, 30 and 31).

65-1819

" New York March 8, 1940

Dear Mr. Roeder,

See you Monday night. Leaving 7:17 P.R.R.  
St. and arriving the usual time Baldwin  
station.

Yours,

Harry Sawyer

Box 865 Church Str. Annex."  
(S. 401 - P. 54).

That he also wrote and mailed the following letter  
to HERMAN LANG: (1A10 - 2 and 3).

" New York City, March 8, 1940

MY DEAR MR. LANG,

I recently arrived in America and take the  
liberty to give you greetings from Rantzau,  
Berlin, Hamburg. Please name a place and time  
where I can meet you. I await your answer  
by return mail.

With regards,

Harry Sawyer  
Box 865, Church Str. Annex  
New York City. "

(S. 401 - P. 54).

65-1819

March 9, and  
11,  
1940.

b7C

With the assistance of Special Agent Ellsworth he made microphotographs with his Leica camera and in accordance with the letter which he wrote to ROEDER on March 7th he took the Long Island train from the Pennsylvania Railroad Station at 7:17 P.M. and arrived at Baldwin, L.I. about 8:00 P.M.; observed Roeder's automobile, 5 R 1698, parked near the station and walked to it and climbed in. Roeder was sitting therein and immediately drove to some point, the location of which he does not know, where they talked. He handed Roeder his brief bag containing the documents which Roeder had turned over to him on the previous meeting and then asked Roeder if there was any news from the other side. Roeder said that there was not, and he told Roeder that he had not heard anything. Roeder said that he had talked to his friend [REDACTED] who had told him that there was, at present, no opening at Grumman's Airplane Works but that if he, Sebold, could stand an FBI investigation, he could get a job there in the near future; that he told him, Roeder, that he had never been in any trouble with the law. Roeder said that Grumman's is building very fast pursuit planes, which will mount 2.275 (?) calibre machine guns in each plane; that these planes are supposed to run at about 500 miles now; that these planes were being built for the U. S. Navy, Army and Navy, and are not for sale to the English or French. Roeder further stated that he would let him know when it was the appropriate time for him to apply for a job at Grumman's. He then asked Roeder whether [REDACTED] had worked at something when he, Roeder, was dealing with him. Roeder said that [REDACTED] did not do any work at that time. Roeder again complained about the way he was being paid by the German government, and said he was in need of a lot of money to meet his expenses; that he was working at a much lower salary at his present job than he could get if he were to take a job with a textile machine manufacturing concern. He produced a letter from such a concern offering him a better job. He, Sebold, then told Roeder that he would report that fact to the other side.

b7C

65-1819

Roeder claimed that he only took the job with Sperry because of the wishes of the "organization in Germany"; that he had been over to Germany and had spent some time in Cologne, Hamburg, and Berlin; that he had gotten to know FRED (or FRANK) HARRIS very well; that in Hamburg Harris had "drunk him (Roeder) under the table".

From the description of Harris as furnished by Roeder he, Sebold, recognized this party to be undoubtedly DR. RENKEN, and asked him if he knew Dr. Renken under that name. Roeder said that he did not know him so they matched descriptions and they both agreed that this was the same man.

Roeder then reached inside of his coat with his right hand, and pulled out a German Walters Automatic Pistol, which was a medium sized gun; that he then told Roeder that he did not think it was a good thing to carry a gun around like that and that he, personally, never carried a "cannon". Roeder said that it was all right; that he had a gun permit. He further stated that he had several very fine guns and that he does considerable skeet shooting; that he, Sebold, then told Roeder about his experiences in the West and his activities on the western ranges. He told him about his experience in South America.

Roeder asked him if he had been engaged in the spy business in Chile. He told him that he had been. Roeder asked him if he knew about the HOFFMAN (JOHANNA) girl. He told him that he did not know her. Roeder said that he understood that she is still in the Federal Penitentiary. He then asked him, Sebold, if he knew DR. GRIEHL (IGNATZ). He told him that he had heard about him and that the Nazis have given him a pass somewhere in Austria.

65-1819

b7c

Sebold will further testify that Roeder then drove him to the Suffolk Republican Club where they left the car and went into the Bar for a drink; that he, Sebold, had two beers and Roeder had two highballs. They talked with the bartender for about a half hour. Roeder showed him the premises of the club, including the golf course, pistol range, and the clay pigeon range. On the way back, Roeder asked him how he had gotten into "this funny business" and he told him in a vague way that it was the result of the last war. Roeder then said he wanted him, Sebold, to get in good at the Suffolk Republican Club so that when they are seen together there there will not be any suspicion attached to him, Sebold. He stated that he paid \$100 a year membership dues. On the way back Roeder said that he had that morning been up in the air in an airplane trying out one of his new inventions; that the invention worked very well. He, Sebold, gathered that the invention was meant to steady the ship one way or another. Roeder then asked him if he had as yet contacted a fellow by the name of [REDACTED] whereupon he, Sebold, told him that he did not know this man. Roeder stated that [REDACTED] was "fired" by the other side because he was not a U. S. citizen. He then told Roeder that he was getting started in the radio broadcasting end, and stated that he had in mind putting an ad in the paper and thus locating some young man who could teach him how to send messages and operate a radio. Roeder thought that this was a good idea. Roeder then suggested that he, Sebold, should move to Long Island and settle down and develop a group of acquaintances in order that his activities would not arouse suspicions. Roeder claimed that he had bought a house and was trying to build himself a reputation in the vicinity. He claimed to be doing all of these things in order to please the authorities in Germany.

65-1819

As Roeder was trying to obtain a job for him he thought it best to tell him that the name, HARRY SAWYER, was a fictitious name and that his true name was WILLIAM SEBOLD, and thus, if he obtained a job at the airplane factory he would be able to produce his naturalization papers under that name. Roeder did not seem to be interested in seeing the microphotographs made of the documents in the brief bag.

Upon arrival at Merrick, Long Island, Roeder told him, Sebold, that he would see him again in fourteen days and would meet him at the same time and in the same place but that he would write him a letter in the meantime definitely making the appointment.

March 12,  
1940.

William Sebold will testify that he personally made prints from the negatives which had been made of the documents given him by Roeder. Four copies each of these prints were made; that he pasted the prints which were in the form of microphotographs in order on a plain sheet of typing paper, thus making four copies of the documents.

He also prepared a letter addressed to HUGO SEBOLD, written in German which, when translated, reads as follows:

65-1819

New York March 13, 1940.

My dear Mr. Sebold:

I have undertaken all of your business instructions. Enclosed you will find the newest reports from our local patent attorney. Further new developments will be sent to you promptly.

Very truly yours,

HARRY SAWYER

P.O. Box 865,  
Church Str. Annex,  
New York City."

(S. 553 -- P. 8).

He enclosed one set of prints and a copy of the letter in envelopes addressed to Wang [REDACTED] b7C

(1A13-35, 36 and 39).

March 13,  
1940

On the same date he prepared an ad which, on March 13, 1940 he took to the Radio Television Magazine publication, 99 Hudson Street, New York City. This ad reads as follows:-

"Amateur wanted to assist and teach incode and short wave radio. Harry Sawyer. Box 865, Church Street Annex."

(S. 553 -- P. 14)

(Exhibit 1A16-26,

Radio and Television Magazine  
for May 1940).



65-1819

March 13,  
1940.

William Sebold will testify that at about 3:50 P.M. March 13, 1940 he telephoned to LILLY STEIN and asked her how she sent material through China. She did not want to talk to him on the telephone and asked him to come to her apartment at about 7:00 P.M. She said that she was sick in bed and that he should ring twice; that he went to LILLY STEIN'S apartment at about 7:00 P.M. and found a note on the door bell that he should come back at 9:00 P.M., which he did. In conversation with her concerning the sending of material to China she stated that he should not put any Hamburg address in the envelope but should just send the material loose and that the individuals who receive the material will know where to send it; that he asked her if he should use her code and she said that he should not; that her code was especially prepared for herself. She also stated that the American Consul had come to see her and had told her that there was no chance of America getting into the war; that the British are establishing a base in Canada where they will watch for contraband.

He asked her if she knew what would happen to her if America went to war. She said that she did not. He then told her that she would probably be stood up against the wall and shot, to which she answered "Then we will have to be careful". He asked her if she had had any news from Jim. She stated that she did not know him personally but that Else knew him. She stated that Else used to "run around" with Hans (Ritter) but she did not say who Hans was although she did state that Else is not engaged in this business;

65-1819

that Else had told her that Jim recently received some money; that she had written to Hamburg and told them that he, Sawyer, had been to see her.

(S. 553 ~ P. 13).

March 14,  
1940.

Sebold will testify that in view of his conversation with LILLY STEIN the microphotographs of Rosder's documents were mailed by him

(S. 553 ~ P. 14)

in envelopes addressed to [REDACTED] b7C  
Wang, without any indication inside the envelope that the matter should be forwarded on to Hamburg. On the same day he prepared the following telegram addressed to Hugo Sebold, Kloppestrasse 2, Hamburg, Germany:-

b7C "MET YOUR FRIENDS [REDACTED] HAS NOT ANSWERED

LETTER SENDING MAIL TODAY

HARRY SAWYER

TWO TWO THREE EAST EIGHTY SECOND"

He said he did this in view of the probability that there would be no reply from Hamburg concerning the letters for at least six weeks to two months. Further, he had had instructions to furnish his New York address to Hamburg. This telegram was sent via Western Union cablegram at 3:00 P.M. from Western Union office, 525 Columbus Avenue, New York City.

A carbon copy of this wire will be identified by Sebold. ✓ (Exhibit 1A18-29).

65-1819

March 16,  
1940.

William Sebold will testify that he telephoned Duquesne's office at 10:30 A.M. but he was not in.

(S. 553 - P. 31).

He left word with the telephone operator that the "printer" had called.

March 17 and  
18, 1940.

He rented an apartment at 220 East 85th Street, New York City.

(S. 553 - P. 31)

March 18,  
1940.

He will testify that he telephoned to Duquesne's office at 10:10 A.M. and at 11:25 A.M. but was unable to reach Duquesne.

(S. 553 - P. 31)

At 3:35 P.M. he telephoned, and reached Duquesne, and told him that he wanted to talk to him about some printing. Duquesne stated that he had some envelopes he wanted to be printed up, and that he, Sebold, should meet him at 11:00 A.M. at the MERIT PRINTING COMPANY, 84 West Broadway, New York City on March 19, 1940.

He typed up, in triplicate, a translation of the German instructions given him in the micro-photograph, to be given to Duquesne which Duquesne had requested him to do at their previous meeting.

March 19, 1940

Sebold will testify from his notes (Exhibit 1A3-18) that he proceeded to 84 West Broadway, New York City at about 11:00 A.M. and met Duquesne in front of this address. They went into the building, took an elevator to either the second or third floor to the Merit Printing Company. Upon entering this place of business Duquesne spoke to a man standing there and asked for some envelopes. Duquesne then showed a package of envelopes to him and asked him, Sebold, if this kind of envelope was all right. Sebold stated that it was. Duquesne then asked the man to wrap up about six packages of these envelopes into a bundle, which he did.

65-1819

(S. 533 - P. 31)

This man was about 33 years old, medium height, fat, of dark complexion, and Jewish.

As they rode down on the elevator, DUQUESNE told him that he would meet him across the street in the automat, and that they would have a cup of coffee.

They separated in the building, and he, SEBOLD, proceeded across the street; that he entered the automat through the entrance on Chambers Street, obtained a cup of coffee and sat down, and was shortly thereafter joined by Duquesne.

They talked for about a half an hour, and then walked together to the Church Street Annex Post Office where he, Sebald, looked into Box 865 and found nothing. Duquesne asked at the Information Window when the next plane left for Europe by way of China, stating that he wanted to avoid Bermuda. They then walked to the corner of Fulton Street and Broadway where they stood on the corner, and talked for a long time, perhaps an hour.

Thereafter DUQUESNE had him, Sebald, take the envelopes to his office at 120 Wall Street, New York City, and told him to tell the girl at the telephone desk that this package contained printed matter for Duquesne. He told him to do this because he, SEBOLD, had told the girl when he called that he was the printer and Duquesne stated that perhaps the FBI was paying this girl a few dollars to keep watch on his, Duquesne's activities; that he, Sebald, did this and then took a subway at Wall Street station.

In the conversation which he had with Duquesne, Duquesne stated that he had been followed for about fourteen days after his first meeting with him. He stated that the man followed him continuously for three days and finally he, DUQUESNE, walked up to this man and asked him why he was following him and told him that if he did not stop following

65-1819

he would call the police. He claimed that the men following him were Pinkerton detectives and FBI agents; that he, Sebold, asked him how he was able to tell the men were FBI agents and Duquesne said that he could always tell them by their walk. He described this as a peculiar walk and said that they walked sort of pigeon toed and with a peculiar halting step. He said that the agents must learn this method of walking in school and probably use it as a means of identifying each other. He talked to him, Sebold, for quite a while on the way the FBI operates. He talked in such a low tone that he was unable to hear all of his statements. He did hear him say, however, that the agents would follow, for instance, him, Sebold, continuously and also him, Duquesne, continuously and would eventually observe that they met and conversed which would show them the connection between the two. He also said that the FBI follows every European who gets off of the boat and has his passport taken up; that they follow these Europeans for about a week or so to find out if they are contacted by people in America. He claimed he saw a short man follow Sebold into the subway the day they met and separated. He claimed that the FBI pays the telegraph operators to furnish them with any peculiar messages and pays them to mix up the code messages which are not decipherable. He claimed that the FBI agents follow a man into a telephone booth and after the man has made a telephone call they immediately call the operator and have her furnish them with the last five or six calls over that phone. He instructed him, Sebold, that in making phone calls from a pay station he should call the number, and insert the number "7". He claimed that this would enable him to get his number and at the same time would mix up the operator in trying to find out the identity of the person calling. Duquesne then asked him if he was sure he was not being followed and he told him that he was sure; that he had paid particular

65-1819

attention to his activities and knew no one was following him. Duquesne then told him to be sure, in taking the subway, to stand near the door and wait until the subway door is closing and then jump on the car. He told him to get off the subway occasionally and watch people who get off with him to make sure they are not watching, and following him. Duquesne then asked him if he was able to operate an automobile. He told him that he was. He asked him why he had asked this question but Duquesne did not go into the matter except to say that he once had a man working with him who went crazy and in Florida drove his car into a canal; that this man's wife also went crazy. He then asked Duquesne why he had not sent them to Bellevue Hospital. Duquesne said that he was afraid they would talk to the authorities. He made no mention as to the present whereabouts of these people.

Regarding the sending of telegrams to Germany, Duquesne said that whenever a big boat is leaving New York Harbor he wires to Germany and in his telegram makes some general statement ending it with something like "Love, Jim" or "Love, (some other name)" or with "All my love"; that this phrase means that a boat is leaving, however, he stated that the people in Germany are pretty dumb or else they don't understand what he is wiring about as there seemed to be no action taken in response to these telegrams. He further stated that he had recently written a letter to Hamburg, sending it by way of Wang; that he sent some information regarding a newly invented ~~silencer~~ for a gun. He also sent over a Monthly U.S. Army Report. He, Sebold, gathered that this was a regularly published Army Report although it was not described by Duquesne. He further stated that he reported to Hamburg that he, Sawyer, had been to see him. He also stated that he had not received any communications from Germany since he last saw him and that he had not received any more money. He said that a lot of the men sent over by Germany with money failed to report; that is, they put the money in their pocket and disappeared upon arriving in America. He claimed that this was particularly true of German Americans whom he distrusts.

65-1819

He again warned him, Sebold, not to have anything to do with German Americans, particularly not with their wives, stating that they are unreliable; that he, Sebold, pointed out to him that apparently the man in Hamburg have the same opinion as they instructed him not to associate with any of the German Americans around Yorkville, New York. Duquesne stated that he usually gets his money paid to him through the Manufacturers Trust Company and some times through the Chase National Bank. They then had quite a conversation about South America, and he told Duquesne of some of his experiences there. Duquesne stated that he had been in Sao Paulo and in the Argentine; that he had sunk twenty two English ships or at least ships of the Triple Entente by placing time bombs on them. He did not go into detail as to how he placed these bombs. He also claimed to have sunk a battleship by the name of "PEMBERTON" or "PENNINGTON" or some similar name. He also said that he had at one time "hung out" around Scapa Flow, England and asked him, Sebold, if he knew anything about that place, which he did not. Duquesne then said that he would, in the near future, write to him as he wanted to introduce him into the French Club, stating that he had a friend in this Club who is an expert photographer and would be able to teach him some new tricks in Photography, particularly how to print microphotographs on the inside of an envelope. He said that he would introduce him into the Club as a Swede and if possible he wanted him to eat there occasionally and gradually work into the Club as a lot of sailors "hang out" there from whom he would be able to get information. He said that it was easy to get information from the sailors because they feel that the Jews are fighting the war. Duquesne said that the building in which he had his office was closely connected with the Securities business and that he possibly would write to him as a security company; that in reply, he should address him, Duquesne, in language of a securities buyer. In this connection

65-1819

he said that he was very anxious to find out when the Mauretania and one of her sister ships then at the 14th Street pier would be leaving New York Harbor. He said that he had been "hanging out" around that neighborhood a great deal, and that he was afraid to go back there for fear his appearance would become suspicious. He then instructed him, Sebald, to go that same day to that vicinity and try to find out when the Mauretania and the other ship, probably, the Samaria, would be leaving. He said that if he, Sebald, was able to find out when the ships were leaving New York Harbor he should write him a letter immediately and use a phrase in his letter, such as the following:-

"I would like to buy twenty shares of RKO stock at the quoted price"; that this would indicate that the Mauretania was sailing on March 20th; that if she was to sail on the 22nd, for instance, then he would say he wanted to buy twenty two shares of stock; that upon receiving this information he would immediately notify Germany of the date of the departure of these ships. Duquesne then asked him if he was acquainted with the characteristics of phosphorus and when he said that he had studied Elementary Chemistry and that he knew something about phosphorus, Duquesne said that he would teach him how to walk through an airplane factory and three hours after he had gone through the plant it would burst into flames. He said that he would not tell him about it at that time because he did not want to crowd his mind too much. He told Duquesne that he had made an application for a job at Grumman's airplane plant through a friend of his, and that he possibly was then being investigated; that he must get a job soon or else lose money although he recently had played a couple of horses and had obtained enough money to tide him over for a little while. He then told Duquesne that he had recently sent a report to Germany sending the same copies to three addresses. Duquesne said that he should be careful about using the [redacted] address because Clipper mail goes by way of Bermuda and it is subject to the British censor.



65-1819

b7c  
If the censors pick up the letter to [redacted] they might be able to pick up the letters sent through [redacted] [redacted] [redacted] He said that perhaps too many letters were going by way of [redacted] and that this fact might arouse the authorities' suspicions as to this individual. He talked about wanting to get a direct connection through Hong Kong, China, as the Clipper lands there and it would save time. He again cautioned him about his fingerprints getting on the letters which he sends out. He advised him to use his gloves in putting the paper in the machine and taking it out and also suggested that the envelope should be typed with a different typewriter than the typewriter used to type the message inside the envelope. Duquesne said that he personally has to be careful because his fingerprints and pictures are all over the world. He told Duquesne that nobody has his, Sebold's, fingerprints whereupon Duquesne said that he is well known all over New York, particularly by the police. Duquesne then asked him how he made his microphotographs, and he told him the method which he used, which was the method used in making the photographs of the documents turned over by Roeder. Duquesne said that that sounded like it was all right but that the men he was going to introduce him to at the French Club would show him some better ways. They then talked about the right set-up and Duquesne asked how he was going to get someone to help him learn to operate a radio and to help him in transmitting. He told Duquesne that he had placed an ad in a radio magazine for some such amateur, which Duquesne thought was a good idea. Duquesne also thought it was a good idea to put his equipment out on Long Island. Duquesne asked him when he thought he would be ready to start transmitting messages and he told him he figured it would be about the end of April. He then handed Duquesne the third carbon copy of the translated instructions appearing on the microphotograph. He also gave him his address "220 East 85th Street",  
"New York City"

65-1819

and told him he was using the name of William Sebold there. Duquesne was wearing a monocle on this day. He claimed to have lost his glasses. He said that if he, Sebold, wanted to keep a clear mind in this business he should use Strontium Bromide and stated that when he came to a "tight spot" in this business he should use some kind of a tonic of strychnine. He asked him if this would not be dangerous. Duquesne stated it was not; that it merely stimulated the heart action. As they were standing on the corner, talking, Duquesne took a bottle of Tannic Acid out of his pocket and gargled with it. When asked why he did this he said that he had a tender throat and that this helped to toughen it. In talking about his, Sebold's, having transmitted the report to Germany, Duquesne asked if he had sent the letter in code. He told him that he had received no code for sending letters although he had disguised the language in the letter; that the only code he had was a book code which he was to use in transmitting radio messages. Duquesne asked what kind of a book code this was, and he described it to him. He claimed that he knew the code because he had made it up himself. Upon separating Duquesne said that he would get in touch with him in the near future.

March 20,  
1940

William Sebold will testify that he took from Post Office Box 865 an envelope from the Post Office Department at Rutherford, New Jersey, containing the letter which he had typed and addressed to "Herman Lang" using the address furnished him in Germany.

(S. 553 - P. 38).

This letter had been opened, and re-addressed by the Post Office Department to Woodridge, New Jersey.

77

(Exhibit 1A10-8).

65-1819

He thereupon ascertained from the railroad authorities that there was no "Woodridge, Long Island" but that it undoubtedly was "Ridgewood, Long Island" to which place he proceeded and went to the address "59-36 70th Avenue" where he talked with the janitor of this apartment house. He was sent upstairs to see a [REDACTED] who was described as [REDACTED] Lang's. b7C She at first did not want to talk with him but as he spoke German to her, and told her that he was a friend of the Langs from Germany, she invited him in and gave him the address of Herman Lang as being 74-36 64th Place, Glendale, L.I. and stated that he was a married man and had recently moved to that address. He learned further that Ridgewood is a German community. He recalls that Hugo Sebold had told him that it would be a good idea for him to live in Ridgewood and he was of the impression that Hugo had stated that he had lived in Ridgewood.

March 23,  
1940.

Sebold will testify from his notes (1A10-4) that he proceeded to Glendale, Long Island and at about 12:05 P.M. went to 74-36 64th Place and was, upon knocking at the door, met by a man who identified himself as Herman Lang, who he, Sebold, will identify;

(S. 553 - P. 40)

that he introduced himself to Lang as Harry Sawyer and said, in the German language, that he had greetings from Rantzau, Berlin and Hamburg. Lang said that he did not know what he was talking about but to come in; that he entered the apartment and observed Lang's wife walking around the apartment dusting. He asked Lang whether it was all right to talk in front of his wife and he said that it was. He then told him, Lang, that he is engaged in German spy work.

65-1819

Lang asked him, in good Bavarian German, if he came from the German Consulate. He told him that he did not; that everyone knew the Consul was now in jail. He asked Lang if he knew Dr. GRIEBEL and FRAULEIN HOFFMAN. Lang said 'sure he knew them from the newspaper stories'. Lang asked him if he had any identification and he told him that he had not; that the "Rantzau, Berlin, Hamburg" greeting should be enough identification. He then asked Lang if he were not in touch with Germany. Lang said he was not. He said he had been in Hamburg and Berlin two years ago but said nothing more about that. He then told Lang that there was something funny about this because he had been given explicit instructions in Hamburg to look him up and tell him to come to Germany by way of Russia and China. Lang stated that he is an American citizen and has no reason to go to Germany. He said that about a year ago two men named SORNAU [REDACTED] came to see him and asked him about his work and about his being a mechanic. They said that they were radio engineers working for private German firms. He described Sornau, which is the description of the man Sebold knows as HUGO SEBOLD. He gave no description of [REDACTED]. He stated that he had no business with these men and had not heard from them since. He denied sending any information whatever to Germany. When asked if he had not sent over some blueprints from his factory, L.C. Norden Company, Lang said that he had not; that he wants nothing to do with such business. He acted very tough and he, Sebold, expected to be thrown out of the apartment any minute. He told Lang that his attitude put him in a funny position and said, "How do I know you won't report me to the police?" He had already given him, Lang, his post office box number. Lang said nothing. He then told Lang that he was setting up a radio station and would contact Hamburg by the end of April or the first of May and would ascertain definitely what his, Lang's, position is. He told Lang that he would then call on him. When he said this, Lang seemed to waver a little and to be a little undecided about how he should proceed. However, he still denied any connection with the German espionage system.

b7C

79

Sebold will further testify that on the same day he wrote a letter to Hugo Sebold, as follows:-

"March 23, 1940

"MR. HUGO SEBOLD;

Dear Sir;

Today I talked to your client and gave him the greetings Rantzau, Berlin, Hamburg.

He said he don't know anything about your business and does not want to travel. I will not deal any more with him until further advice. Otherwise business o.k.

Yours truly,

HARRY SAWYER. "

(S.553 - P.42).

The above letter was sent by way of Wang.

(Exhibit 1A10-5,6, and 7.)

This letter he turned over to Special Agent Ellsworth for mailing.

65-1819

March 25, 1940

William Sebald will testify from his notes

(1A13-22)

that according to the arrangements made at the previous meeting he took the Long Island train and arrived at the Baldwin station, Baldwin, Long Island, at about 8:00 P.M. and observed Roeder sitting in his car which was parked near the station.

(S. 553- P.46).

After getting into the car with Roeder, Roeder drove him to the vicinity of Grumman's airplane factory near Freeport and wanted to take him right up to the plant but he, Sebald, said that he had no interest in going very close to the plant. During the drive, he observed, in the glove compartment of Roeder's car, an automatic pistol. After seeing Grumman's plant, Roeder drove to the Freeport, L.I. station where they parked, and waited for the 9:22 P.M. train. During the period that they were together, Roeder seemed to be very depressed, said that he was worrying a great deal about his family, and would feel very sorry for them in the event that he was caught. He stated that in case of war Germany will have to pay him a lot more than they are now paying; that he, Sebald, told Roeder that in case of worry both of them undoubtedly would get a couple of bullets and in case of war possibly they would both get out of this game. He, Sebald, recalls that at the previous meeting Roeder had stated that it was lucky for them that they were operating in America because if they were operating in a foreign country they would get their heads chopped off, whereas in America they would only get a couple of years "in the jug".

81

Roeder also told Sebald that he had been to see his doctor who had told him to stop drinking and to reduce his weight twenty pounds because his heart was encased in fat. He stated that his family did not know that he was engaged in espionage work; that he had not heard from the other side, and

65-1819

67C

that it was "darn funny" that they didn't communicate with him. He stated that he would meet him, Sebold, again in fourteen days at which time he would have more material for him to send to Germany; that he then talked at great length about Sebold getting a job at the Grumman airplane factory. Roeder stated that he had again talked to [REDACTED] who stated that there was no vacancy at the time; that he, Roeder, would let Sebold know at an appropriate time in order to fill out an application. They then discussed the setting up of a short wave radio station. Roeder stated that he thought possibly a 200 watt station would be plenty of power to communicate with Germany as he, personally, used to communicate with amateurs in England using only a 35 watt sender. He mentioned to Roeder the difficulties that he was having in setting up the equipment, and Roeder suggested that to get around the law he should put the set on a trailer which he could hook on the back of his car, and he could buy a generator for power purposes and then when he got ready to send a message he could drive out in the country some place, send the message and disappear. Thus he could change his place of sending every day and no one would ever be able to find out who was sending these messages; that if he, Sebold, had any trouble in getting the equipment set up that he, Roeder, would assist him because he knew all about setting up such equipment. He then asked him, Roeder, if the \$100,000 radio station which he had previously mentioned was still available. Roeder stated that this was a commercial station operating in New York and that it could still be bought, although he did not give any details as to the nature or the whereabouts of the station.

82

82

65-1819

He then asked Roeder if he was acquainted with the Norden Company. Roeder said that he was, and knew that they made a bomb sight. He then told Roeder that he wanted to find out more about this bomb sight; that some months ago while he was in Germany he was told by the authorities that they were interested in the bomb sight and had asked him if he had ever seen one; that the day before he left Hamburg he was told by the authorities that they now have the bomb sight which the American authorities have been guarding so carefully. Roeder said that he knew about this, and that he had heard that Norden had two of the bomb sights stolen; that one of them was recovered by the FBI in San Francisco aboard a ship but no arrests were made. The other one was shipped out of the United States by way of Japan and made its way to Germany. He did not say how he knew this or who was responsible for the purported theft. He also stated that the plant where he works (Sperry's) is also making a bomb sight but this one is made for the army. Roeder could not give much information concerning this sight. Sebold then asked him, Roeder, what the chances were of his getting a job at Norden's so that he could get more familiar with the bomb sights. Roeder told him that he had a very slim chance because Norden is very selective in personnel, and makes a careful investigation of applicants. Roeder then told him that he should report to Germany that there is no device in America which is used to guide a bombing plane over its target, and cause it to release its bombs on the target, as described in the microphotographic instructions which were given him; that he had learned that such a device was in the experimental stage in England at that time. He mentioned that he had learned this information from two army officers.

b7C He then asked Roeder if he knew a man named [REDACTED] the man whom LANG had mentioned. Roeder stated that he had never heard of this man but that he did know a man named [REDACTED] who lived in Belmont, L.I.



He described this man as being of athletic build, having a long drawn face, similar to his, Sebold's, heavy neck and good personality. He stated that he used to go around with [REDACTED] who was, at that time, engaged in the spy business; that on one occasion he tried to take [REDACTED] into the Bavarian Village Restaurant near Merrick, [REDACTED] refused to go in, and stated they had better stay out of such places as he, [REDACTED] was well known in that vicinity; that [REDACTED] had returned to Germany some time back. They discussed at some length the living conditions in Germany and Roeder said that he did not want to live there but did not mind making an occasional visit there. He told Roeder he did not himself want to go back to Germany, to live, and made the remark that "One does not know, even though you are Hitler's best friend, what might happen to you" whereupon Roeder said that he knew of a case in which the [REDACTED] on the German steamer, [REDACTED] named [REDACTED] was given some money by the German authorities to bring to America and pay off the operators here; that [REDACTED] used up the money and did not pay off. Later, the German authorities found him and "let him disappear." They then discussed Sebold's moving out on to Long Island and Roeder said that if he obtained a job there he would be able to locate an unfurnished house in that section for about \$35 a month and that he should plan to move out into that vicinity. They separated with the understanding that they should meet the same time and place two weeks from that night.

March 26,  
1940.

Accompanied by Agent Ellsworth, he went to the Federal Communications Commission, New York City, and secured a copy of the rules governing amateur radio operators and stations effective December 1, 1938.

(S. 598 - P. 3)

65-1819

He studied these rules in detail and it was noted that messages could not be sent by radio in code; that they must give their call letters when sending messages and must announce the station they are calling and that broadcasts to nations at war were prohibited. He decided to talk this matter over with Duquesne.

March 27,  
1940.

He telephoned Duquesne at his office,  
Whitehall 4-3940,

(S. 598 - P. 4)

and made an appointment to meet him at 3:30 P.M. on March 28th at the Merit Printing Company office, 84 West Broadway, New York City.

March 28,  
1940.

He practised encoding messages and took his practice sheets with him to meet Duquesne in that Duquesne had stated that he was the originator of the said code. From his notes

(Exhibit 1A3-18)

Sebold will testify that he met Duquesne

(S. 598 - P. 5)

at 84 West Broadway, about 3:35 P.M. outside of the building; that they went up on the elevator to the third floor to the Merit Printing Company. Duquesne approached the same man that he talked to the last time. He picked out some printed matter and asked him, Sebold, if this would be enough. He stated that it was although he did not get to see what the printed matter consisted of. Duquesne told the man to wrap it into packages. The man made three packages, two small ones which Duquesne took, and one which one he, Sebold, took and which weighed about thirty pounds. Duquesne did not ask the man how much the material cost and no money was exchanged.

65-1819

Duquesne then told him on the elevator to follow him to his office, which he did. Upon arriving at 120 Wall Street he took the elevator to the 31st floor and asked the girl at the telephone desk for Duquesne. He told her he was the printer. She telephoned Duquesne and said that the printer was there. She then told him to go back to Duquesne's office to deliver the package. He found Duquesne in his office and noted that there was a young woman and another man in the office. Duquesne introduced him to these people as his printer. He waited in the office about ten minutes. He asked Duquesne how much he had to pay for desk space there. Duquesne said \$25 a month. Duquesne left a note on his desk which said, "Will be back at 5:30."

Duquesne then told him to meet him in front of the building and he, Sebold, left. He waited outside and Duquesne arrived a few minutes later. They walked to the airplane landing platform at the foot of Wall Street where they talked for about ten minutes. Then they walked to the H. & H. Automat, which was nearby. They had a cup of coffee and talked about a half hour. They then walked together to the Pine Street entrance of 120 Wall Street where they separated. During the period that he was with Duquesne he showed him a Federal Communications Commission pamphlet and pointed out the difficulties he had to overcome if he was to follow the instructions which were given him in Hamburg. He outlined his plans to Duquesne, namely, that he would try to secure a plain language code in English or German from Hamburg since he would be unable to send code messages; that he would arrange to broadcast to some predetermined station in Mexico or America after furnishing the call signal to Hamburg and when he broadcast to that station Hamburg would know that the message was for them. Thus he would be able to avoid broadcasting directly to Hamburg, using the German call signal. Duquesne did not show very much interest in these problems, and stated that as far as he could see the plans were all right. He then told Duquesne that he had

65-1819

a friend who was an amateur and that he and this friend had been playing around with the German and American stations. Duquesne asked if this friend was trustworthy, and he told him that he was, and that he did not know what his, SEBOLD'S, business was all about.

DUQUESNE said that it was proper to ask Hamburg for a suitable code to be used in making the broadcast. He then asked him if the method which he used in coding his messages by using the code book was correct, and showed him a sample page, which he had worked out. Duquesne examined this sample, and he, SEBOLD, explained to him how he arrived at the code. Duquesne said that this was entirely proper. Concerning the sending of mail to Hamburg, DUQUESNE said that it was the proper procedure to place the matter inside an envelope addressed to [REDACTED] and that these men, upon receipt of the matter, would know what to do with it.

He, however, cautioned him about sending matter by China Clipper to Wang, stating that the Clipper lands at Hong Kong which is practically under English supervision and that the mail might be censored by the English. He stated that it was better to determine when a steamer left the west coast, which would touch Yokohama or Shanghai and send the mail matter by boat.

With reference to sending mail to [REDACTED] he said that he, SEBOLD, should make certain that the English are not getting their hands on the mail at Bermuda. He asked Duquesne about the training he was to receive in making prints and microphotographs on the inside of the envelope.

DUQUESNE said that the man who was going to train him in this process was presently out of the city, but that as soon as he returned he would have him, Sebold, start working with him. He explained that the envelope is taken apart, and a solution is painted on the inside of this envelope. The picture is then printed on the envelope, and developed. It is then bleached out and mailed. The authorities in Germany will then restore the bleached message.

65-1819

He told Duquesne that he understood from Germany that letters from Germany should be examined for dots about the size of a pencil point which dots, when examined under the microscope, would reveal a message.

Duquesne said that he knew about that method of sending messages. He told Duquesne that he examined some letters received from Germany by other contacts of his in town but that he had not been able to find any such dots whereupon Duquesne said that there would not be any dots on the letters received by contacts in New York because all mail is sent from Germany to San Francisco where it is re-written. He then asked Duquesne, "Who rewrites the mail" and Duquesne said "Hitler's [redacted] and when asked who this was Duquesne said, [redacted]"

Duquesne then said, "I guess you know Captain Beyer" (or Bayer) (pronounced Buyer), and he asked him, Duquesne, what he looked like. He said that he was about 43 years old, very well dressed, wears his hat with the brim turned down all around and wears spats; that he smokes a lot of cigarettes, drinks a lot of wine, goes with a lot of women and is a real sport; that his face had lines and appeared to be drawn similar to his, Sebold's; that he, Sebold, pointed out that this description answers that of Hugo Sebold. He told Duquesne that he knew Beyer as Henry Sorau and that he was his best friend in Germany and that he sometimes uses his, Sebold's, name, whereupon Duquesne said that he knows of that arrangement whereby Beyer assumes the name of somebody with whom he is working. Duquesne said that he personally had used the name of ARNSTEIN while he was in Argentina. He said that Captain Beyer was connected with the Deutscher Lufthansa (German Air Lines) as a flying captain. He, Sebold, gathered from the conversation that Captain Beyer had flown the route from Europe to South America and had also probably done some flying in the United States.

65-1819

He then told Duquesne that he was going to get a job at the Grumman airplane plant. Duquesne said that that was a good place to work. He said that he has had some blueprints out of that plant. He then talked about the gas mask which he sent over to Germany, stating that he sent this mask to Italy on the S.S. REX and that he had heard nothing about it. He further stated that the mask contained a mustard gas neutralizer and also some telephone equipment. Duquesne then showed him a letter printed in blue ink, headed "U. S. Senate". This letter gave information concerning recently passed espionage laws and was addressed to Duquesne. Duquesne pointed out that from the letter that "Now we can get from ten to twenty years for this business". He said he was sending the letter to Germany. He, Sebold, was unable to ascertain the name of the sender who had written the letter. He then told Duquesne that he had learned that there was no control of bombing planes as referred to in the microphotographic instructions which he, Duquesne, had received. Duquesne said that he had found out from some of his contacts that there is such a device in the United States; that the airplane is directed over the target by means of a balloon arrangement which he had already reported on to Hamburg. In talking about his contacts in Germany, Duquesne always referred to them as "they", and never brought up the name of Germany. He said that "they" wanted to send him to Canada recently but that he did not have enough money to go there and work; that there, apparently, was some special piece of work that they wanted done but that he had to stay in New York. He then cautioned him, Sebold, again about hiding things that should not be found on his person.

65-1819

He stated, for instance, that he could conceal a document or a small piece of paper containing the information he needed by wrapping it around an electric light cord or a bare wire some place and then wrapping friction tape over the paper. He stated that the average individual is afraid of electricity and would not suspect such an apparent connection. He also told him that a good way to secrete information for future use was to go to the public library, particularly some section like the Patent Section where books are very infrequently used, select a certain book, make notes on the pages of the book and then replace the book on the shelf. Whenever he needs to refer to the information he could go again to the library and review the information in the book. He also pointed out that when he personally writes down any addresses or telephone numbers or any other type of number he always writes it reversed. For instance, if he were to write down the number, "312" it would appear in his notes as "213". He then made the remark that he knew who his, Sebold's, other contacts were in New York although he mentioned no names. He then talked a great deal about his trial in New York and in connection with the trial he pointed out that he had been able to get sent out of the court room twenty seven times. This he accomplished as follows:-

Whenever he was taken from the Tombs Prison he would swallow a cigarette and two glasses of water. This would cause his bowels to move in court, whereupon the Judge would order him taken from the court room. This eventually caused the court to have him examined for insanity which resulted in his escape. He, Sebold, suggested that this must have taken a lot of nerve whereupon Duquesne said it merely took brains. He then told Duquesne that he was going to get a new mail box and he would give him, Duquesne, the new number at their next meeting. Duquesne said that the next time he met him, Sebold, he would give him a grenade which he wants photographed.

65-1819

Sebold will further testify that he was advised by Agent Ellsworth that a new post office box, number 574, at the Grand Central Annex Station, 45th Street and Lexington Avenue, had been obtained for him under the name of HARRY SAWYER for the next quarter; that Box #865 at the Church Street Annex station would be retained for an additional quarter.

March 29,  
1940.

With the assistance of Special Agent Ellsworth he prepared two letters to Hugo Sebold, and coded one. The coded letter read as follows:-

(S. 598 - P. 10).

"

March 28, 1940

I am ready to operate radio by end of April. Codes prohibited. Send me code using plain English or German words. I will use book code for letters, cablegrams. Do you have Medican amateur station I can broadcast to who can relay messages to you, or I will cable you name of some Mexican or American station so when I broadcast to that station at definite time, you know message is for you. I can also receive your messages. Cable me at once when plain code will arrive. I send this letter via W B M. Sent letter last Saturday via W about LANG. He does not know you. Won't go to Germany. Asked me for identification. Shall I see him again? My new address box five seven four Grand Central Annex."



65-1819

March 29,  
1940. (Cont.)

The other read as follows:-

(S. 598 p. 13)

March 28, 1940

Dear Friend Hugo;

How are you old bean. I have not heard from you for a long time. I am at my old hobby again and have enjoyed the book you gave me I am bitten by the radio bug and since your an addict yourself, I want to tell you the changes which have been made which take away some of the fun from the amateur bugs. I am sending you a bulletin that shows recent changes in regulations now we can broadcast on 14000 to 14400 kilocycles and from 7000 to 73000 kilocycles. Any other bands are prohibited to amateurs. I am also working to secure my license from the F. C. C. and as soon as I get it I will be given a call signal which in New York always starts W. 2. Amateurs have to give that signal when they send messages. Some of the fun of being an amateur broadcaster is gone since we cant broadcast too countries at war, but of course there are many distant points in amerika, Mexico and other places where we can broadcast to. Another thing that is fun for all amateur broadcasters to locate stations broadcasting to countries at war and using codes when amateurs can locate such station we are honored for helping the F. C.C. who are also loking for them. I would be interested how you are making out in the old hobby. Write me soon. My family is fine. How are yours I saw your friends and they look fine. "

He prepared envelopes and sent copies by way  
of [REDACTED]

b7C

(Exhibit 1A18-30, 31, 33, 35,  
36 and 38.)

65-1819

There were also included with this letter microphotographs of the Federal Communications Commission pamphlet and whatever method of coding was used in the above letter, which method will be explained by Sebold from the exhibits mentioned above.

April 5,  
1940.

He will testify that he went to the office of the REALSILK HOSIERY MILLS in New York to obtain information as to the possibility of obtaining a position as a salesman. They referred him to the Jamaica office of that company for employment stating that in New York the company sells only to offices.

April 8,  
1940.

Sebold will testify from his notes (1A13-22) that, according to a previous arrangement made with Roeder, he arrived at the Long Island railroad station, Baldwin, L.I. about 8:00 P.M. and observed Roeder's automobile parked near the station. He went to this car, entered and found Roeder sitting therein. Roeder drove around on various highways until about 9:00 P.M. when they came back to the Merrick railroad station and he took the 9:16 P.M. train to New York. During this period Roeder stated he expected to have something "big" for him in fourteen days, stating that he had tried to get this item, which he indicated was a large blueprint, out of the Sperry plant; that he hoped to get this blueprint during the next two weeks. He then asked him, Sebold, if he were able to photograph a large document such as this. He told him that he could. Roeder stated that this time when he gives this particular print to him he will want him to destroy it after photographing it and not return it to him as he did with the other documents.

65-1819

b7C  
Roeder stated that he had found that the information he previously gave him, namely, that there is no device in the United States for controlling the movements of a bombing ship over targets and then releasing the bombs was in error; that he is presently working on such a device and that on Tuesday, April 9th, he was to make a trip in an airplane to experiment with this device; that he would tell him all about it at their next meeting. He then asked if he, Sebold, was still desirous of working at Grumman's. He told him that he was, whereupon Roeder said that he believed he could get a job for him there as he had spoken to [REDACTED] again; that he would contact him, Sebold, at an appropriate time with reference to applying for this job. He asked Roeder if [REDACTED] is a German, and Roeder said that he is a German-American. He then told Roeder that he expected to move to Long Island in about two weeks. Roeder then asked him how the radio was progressing. He told him that everything was practically in order and that he had written to the other side for a new code which would be suitable for sending messages without exposing himself for violating the Federal Communications Commission laws. Roeder asked him how powerful the station was and he told him that it would be about a 1,000 watt station; that his friend had the radio on Long Island. Roeder did not ask for further information.

Roeder again was in a poor frame of mind and complained a great deal about not receiving any money from the other side. He stated he was jeopardizing his family for nothing; that he could secure a much better position in the mountains in Pennsylvania at twice the pay he was getting at Sperry's. He said that the last

65-1819

pay he received (referring to Germany) was in July 1939. He then asked him how he received this money. Roeder said that [REDACTED] b7c of the S.S. HANSA, name not given, brought it to him; that he was supposed to have gotten more money in September but the war started and he had not heard anything more until he, Sebold, had contacted him. He said that \$500.00 since July 1939 was not enough to pay for the risk that he was taking; that he was going to quit work for the other side in a month unless they "came across" with more money.

Roeder seemed to have the Griebel case on his mind and asked him a considerable number of questions about the case. He told him, Roeder, that he knew little about the case except that he had heard that Griebel received a castle in Germany; that he had heard this information on the boat while coming to America. Roeder asked him if he knew Rumrich who was also connected with this case. He told him that he did not. Roeder then pointed out that the other side does not take good enough care of its agents and said that they forget a fellow when he gets in trouble. He said, for example, that he knows a man named SCHADE who is about 60 years old and was the superintendent of an apartment on Riverside Drive; that Schade used to be over him, Roeder; that the Federal Bureau of Investigation picked Schade up and questioned him very extensively but did not get any information from Schade. After this no one would give Schade a job. The other side asked him to come back to Germany, and said that they would take care of him but Schade refused to go back because his family was living in New York. Roeder said that he would like to help Schade but that he is afraid to do anything for him.

He gave Roeder his new post office box number 574, Grand Central Annex. They then talked about his, Sebold's, getting a car and he, Sebold, stated that he did not have very much money except his own money and Roeder told him not to be a fool and use that for the other side.

65-1819

April 9, 1940

Sebold will testify that he prepared a communication in the German language which was coded. The message read as follows:

(S. 721 - P. 4)

"ROEDER says that you owe him \$1500; that he was promised \$200 a month. Yesterday he said, 'They will send me money within a month or I will quit this business.' He has promised me some important drawings within two weeks. He is experimenting with a bombing device. I will have the radio ready in two weeks. I will furnish you fuller information later on as soon as I receive your new code.

H. S.  
Box 574  
Grand Central Annex, New York"

(S. 721 - P. 34)

This message was coded based on the book,  
"All This and Heaven Too".

(Exhibit 1A18-46,47,48 and 49).

b7C This communication was addressed to [redacted] and was turned over to Agent Ellsworth for mailing on the night of April 9, 1940.

April 18, 1940

He will testify that in order to have an explanation as to his source of income he went to the office of the REALSILK HOSIERY COMPANY, Jamaica, L.I. with letters of reference and social security card and made out an application for a position as salesman. He explained to them that he expected to secure work as a mechanic at the

Grumman Airplane Plant in the future but that he was at that time in too poor health to take up such heavy physical work and desired some work which he could work at for limited periods of time. They gave him an appointment as a Realsilk hosiery salesman and he spent the afternoon in training.

He will further testify that on the same date he took from Post Office Box 865, Church Street Annex, New York, a letter which, when opened, was from LILLY STEIN, written in German, and which, when translated, read as follows:

"

17.4.40

Dear Harry:

I have heard nothing more from you for a long time. Please call me up. Maybe we can see each other in the next few days.

Sincerely,

Li.

(1A19-37, 38.  
Q-42).

April 19,  
1940.

Sebold will testify from his notes (1A19-13) that at about 9:40 A.M. he telephoned LILLY STEIN at her home at which time she asked him to come to her apartment at about 4:00 P.M. that day; that he went to her apartment, located at 127 East 54th Street, New York City, arriving about 4:00 P.M. She seemed to be

65-1819

lonesome and to have wanted him mainly for the purpose of having some one to talk to. She said that she had not heard from anyone on the other side and that since she had not heard from him for a long time she wondered if he was still in the vicinity of New York. In their conversation he told her that he was unable to get the parties straight whom they were dealing with; that she seemed to know men under one name, and he knew them under another, and he was anxious to get them straightened out. He then asked her about SORAU. She described Sorau to him, gave him an exact description of HUGO SEBOLD and she stated that Sorau was known as HEINRICH KURZ (possibly Kunz) in New York; that he lived in New York from 1926 to 1939, and had worked for the Fokker Airplane Company and also as a chauffeur in New York City. She stated that she had known him in New York, and from her talk he had been her contact man while he was here. However, this does not coincide with her statement that SORAU had induced her in Hamburg to enter the service of the German Government and come to New York. She stated that he, Sorau, holds an American passport. He is very smart and an outstanding man; that she could not understand why he had not come to America again by that time; that she was expecting someone to come over in the near future. Otherwise she should have heard from someone on the other side. She stated that Sorau had practically given her the "third degree" in Germany and that he had cross-examined her extensively concerning her past history and her reasons for engaging in espionage before he would trust her to come to New York.

Sebold will further testify that from the description that she here gave of Sorau he decided that it was the man that he

65-1819

knew as HUGO SEBOLD and not DR. RENKEN. She stated that she had received money in March through the Chase National Bank by way of Holland; that this money would last her about a month; that she always felt fine when she had money but when she was out of money she worried a great deal; that she had been in bed the last fourteen days, with the "flu".

She also volunteered that at the previous time that he, Sebold, had called on her when she was sick she had had an accident. He asked her if she had been run over by a car, and she replied that she had not; that she did not know who the father was of a child she had, and that she had had an abortion which cost her \$100.00; that things are a lot better with her now, and that she had obtained a job to be a hostess at the World's Fair as soon as it opened; that she would be paid \$20 a week.

She asked him if he knew "the Captain". He asked her if she meant CAPTAIN BAYER. She said, "No" that she meant Captain WEGENER of the Lufthansa. He told her that he did not know Captain Wegener and asked who he was. She did not make any further statement concerning him except to say that she had met him in Hamburg. She then asked him if he knew the man named SCHNEIDER. When he said that he did not, she said that he was the man who met her at the railroad station when she arrived in Hamburg, and that he, SEBOLD, gathered from her conversation that SCHNEIDER had taken her to live at a hotel near the railroad station. He asked her what Schneider looked like and she said that he was baldheaded, wore glasses and was about 45 years old. He then asked her if he was "a kind of a sneaky fellow" as he immediately recognized from the description that she gave that this man answered the description of ~~REITER~~ who brought him some money at the Klopstock Pension.



65-1819

She said that he was a "sneaky fellow", however, she did not recognize the name of ~~Meier~~. She stated that she had received an offer from a girl friend of hers whom she did not name, to come to Japan and live. She said that this girl friend had everything all fixed up for her so that she could live well there. She stated, however, that it cost too much to go to Japan and that she could not afford the trip. He then asked her what she knew about German operators in Detroit. She told him that all she knew about Detroit was ~~that~~ her girl friend told her and he believes that she was referring to ELSE "the secretary to the lawyers in New York" as this was the only girl friend that she had mentioned up until this time. LILLY said that she personally had never heard the name of any one who was working in Detroit as an operator. He asked her if she had heard from Jim and she stated that she had not. She attempted to find out who the other agents were that he was contacting, and particularly if she was the only woman; that he told her that she was the only woman and that the rest were just a lot of "nasty men". He told her that SAWYER was not his right name. She said that she had suspected that was the case. He then asked her if she knew about the pencil point messages contained in letters and she said that she did not. He then asked her to show him a letter she had received from the other side, whereupon she produced a letter from her handbag and handed it to him. This was the same letter that she had showed him before, which was from Sorau, and in it Sawyer told her that Harry Sawyer would call upon her. The letter was not in an envelope and was typed on onionskin paper and was signed "HEINRICH". He did not see any pencil point marks on it, and handed it back to her, although he did note that the letter was addressed to LILLY STEIN at 127 East 54th Street. He suggested that she might hide such things by wrapping them around an electric light cord and covering them up with adhesive tape and told her that she

65-1819

would thus be able to avoid carrying such things around with her all the time. They then discussed the possibility that the reason they had not received any communication from the other side was due to the British intercepting the mails at Bermuda. He then told her that he had been working too hard to get his radio set up and completed; that he was waiting for a new code from the other side. He told her that he might have to get connections with the other side by broadcasting a lot of names that were familiar to them such as Klopstockstrasse, Rottenbaumschasse, Heinrich, Lilly, etc. He further told her that once he made connections with them he believed that he would be able to send messages to the other side more easily. He asked her to notify the people on the other side that he is working on a radio, and that he was very active. She asked him a lot of questions about the way the radio functioned and how connections were made. She appeared not to be very familiar with codes and radio hook-ups. She stated that she was anxious to do something really big, and become a heroine in the eyes of the officials in Germany; that she would like to do something like finding the most secret code in the United States; that he, jokingly, suggested that she might want to lead the President of the United States around with a halter and chain, to which she laughed. He told her that nothing was secret in the United States; that "you could read everything in the newspaper". She indicated that she had been unable to get any information of value. He then started to tease her about HEINRICH, her friend in Germany, and stated that he was going around with another woman. She stated that she did not care; that he had nothing to do with her except in a business way; that she then tried to make some subtle advances toward him and among other things said, "Why is it you American men are always afraid of women?" to which he replied that perhaps it was because they worked too hard. She stated that she had found that they

100

65-1819

were all afraid of women to which he replied that he also was afraid of women; that he also told her that he was too old for her and also told her about his wife. He then told her that he had obtained work with the REALSILK HOSIERY as a salesman, and was going to sell directly to individual customers. She did not offer to introduce him to any of her friends. She asked him to keep in touch with her and also let her know what the developments were, and also to let her know when the radio was ready for operation as she might have some information to send. He told her that he would let her know and she said that she would keep in contact with him in the event that she obtained any information.

On April 22,  
1940

He obtained [redacted] home [redacted] 67C  
114 Washington Street, Hempstead, L.I. As he had arranged with Roeder to meet him that evening he was taken to Lynbrook, L.I. by Agent Ellsworth and attempted to catch a train from there but the train which would arrive at Baldwin, L.I. at the appointed time did not stop, therefore, he missed his meet with Roeder at about 8:00 P.M. He took the next train which arrived at Baldwin at 8:36 P.M. but Roeder was not at the station waiting for him. He then telephoned to Roeder's home, Freeport 7483, which number he had obtained from the documents previously given to him by Roeder. The lady who answered the telephone advised that Roeder was not home. He made another call to Roeder's home about 9:14 P.M. and Roeder still was out. He then returned to New York and wrote the following letter:

" April 22, 1940.

Dear Mr. Roeder:

Sorry I missed the train. Arrived in the next one but did not find you. I phoned your house twice.

65-1819

"but you where not home. Please write me when I can meet you soon.

Yours,

Bill

Box 574,  
Grand Central Annex."

(Exhibit 1A13-59).  
(S. 976 - P. 8).

On April 24,  
1940

Sebold will testify from his notes

(Exhibit 1A3-18)

that in order to advise Duquesne of his new address he telephoned to him at his office, 120 Wall Street, about 3:45 P.M. Duquesne stated that he would meet him at the usual meeting place, 84 West Broadway, New York City, at about 4:30 P.M. Duquesne arrived at the appointed meeting place about 4:40 P.M.

(S. 919 - P. 9)

They stepped inside of the building for a moment, and then came out and walked across the street and around the corner to the Horn and Hardart Automat at 128 Chambers Street. During the conversation Duquesne stated that he had been followed fairly closely for the last several days and that he was moving his office from the building in which it was located and probably would move to 120 Broadway. He, Sebold, told Duquesne that he was moving to 144 Washington Street, Hempstead, L.I. which address Duquesne wrote down. They then arranged to meet every Wednesday afternoon at 2:00 P.M. at 84 West Broadway.

65-1819

Duquesne then instructed him as to the precautions to take at these meetings. He told him that if he, Duquesne, was holding his wrist watch in his hand or toying with it that it would be a signal to "watch out" and not come near; that if he received in the mail a pamphlet which was cut in two by a scissors and had a pin hole through it that it was a sign that he wanted to see him immediately, but if he received a torn piece of paper that would be a sign that he was to stay away from him until further notice. He then gave him, Sebold, his regular mailing address where he said he received all his mail, namely, the Securities Service, 120 Wall Street. He said that he could be written to there under the name of Duquesne. He further stated that about two weeks before he had mailed to him a radio pamphlet at 223 East 82nd Street, which indicated that he wanted to see him; that he had obtained some designs of an airplane wing from Chicago and thought that he might have him photograph them. However, when he did not hear from him he sent the designs to the other side. He stated that he had lost his, Sebold's, address, 220 East 85th Street, (this being Sebold's address at the time). He then asked Duquesne from whom he had obtained the airplane wing design but Duquesne did not reply.

He then stated that he had a new American gas mask which weighed about five pounds, and which he wanted to send to Germany but he did not know how he could send it. He also stated that he had a lot of "stuff" which he would like to store away somewhere and asked him if he knew a reliable person in whose care he could leave this "stuff". He told him, Duquesne, that he did not know a good place but would be glad to take care of them himself. Duquesne stated that he would think the matter over;

that he had to be particularly careful for the next few weeks because he was under investigation by a bank. He further stated that he had received some money from Holland but the bank would not pay it to him because it had been sent to him under his "old" name. He did not mention the name, but stated that the bank was making an investigation before it would pay him the money. He then spoke about a method of hiding writing from investigators and said that he, Sebold, should buy some chemicals the name of which he, Sebold, could not remember which he should put in the ink and which would make the ink fade out in about two days, thus, would not be legible to anyone who was investigating his papers. He also stated that he would mail to him the formula for material which he should smear on an envelope prior to making the photographic print on it for transmittal to the other side. He also suggested that he buy some film cement and put it on his fingertips when he was working on materials so that he would not leave fingerprints on it.

Duquesne stated that the FBI investigates the outside of envelopes and letters as well as the inside. Duquesne then asked him how he was getting along with the radio. He told him that his friend on Long Island would use his powerful transmitter for sending messages. Duquesne then asked him if the friend was reliable, to which he said that he was perfectly reliable. Duquesne then asked him if he personally would have much to do with the radio. He told him that he did not expect to do much work with it but would see his friend every few days and send in messages which were to be sent. He told Duquesne that the thing that was holding him up was a plain language code which he had requested from Germany. He then explained to Duquesne what he had in mind which was such as substituting words. An illustration which he used was "S.S. MARU LEAVING TODAY" - the

65-1819

message which he would send possibly would be "MARY HAD A LITTLE LAMB". Duquesne asked him, in apparent surprise, where he had obtained the phrase, "Mary Had a Little Lamb" and said, "That is the phrase we used out of Parama while the Graf Spee battleship was having its battle off the coast of South America".

Duquesne, in talking about the war, said that he, in a previous war, had loaded up a wagon with dead Englishmen so that their remains were sprawling over the sides of the wagon, and hauled the dead Englishmen through the streets to demoralize the English people. He said that he wished he could do the same thing then in Norway.

He said that he thought that this war would last a long time; that twenty trainloads of ammunition had been sent out of the United States through Canada, and that he suspected that the United States was furnishing the allies with ammunition; that he believed that the United States would eventually get into the war. He did not bring up the matter of the grenade, which he had referred to at their last meeting, at which time he stated that he would have a grenade for him, Sebold, to photograph. He seemed greatly disappointed over the pay which he was receiving for his work, and said that in the last war the Germans had over a million dollars at their disposal in the United States, and that he was able to get everything he needed; that during this war, however, it appeared that the German authorities expect their operators to work on patriotism. He then brought up the matter of the CHRISTIAN FRONT trial, which was in progress, and said that he wished that he had known the man who had committed suicide during the trial, as he would like to have hired such a man for this work; that he could use a man like that who would kill himself.

65-1819

He then asked Duquesne whether he should ever contact the German Consul in Battery Place, to which Duquesne stated that he should never get near that place or he would be followed from then on. He said that the Intelligence Service never goes near the German Consul, and referred to himself as the Intelligence Service. He then asked Duquesne if he knew anything about the GRIEBEL crowd to which Duquesne replied that they were a "dumb bunch of operators"; that they held big parties at the Astor Hotel, clapped each other on the back, and openly discussed their activities, all of which came up in the trial of the case.

b7C  
He then asked him if he knew CAPTAIN BAYER personally. Duquesne stated that he did not know Captain Bayer personally but that he knew of his name from an investigation which had been made of the Lufthansa; that nothing resulted from the investigation, although he recalled that particularly one man, whose first name was [REDACTED] and who was connected with the Lufthansa, had been thoroughly investigated by the Federal Bureau of Investigation; that he understood that the "got nothing" out of [REDACTED]

Duquesne then pointed out that "the less you talk the less you have to explain". He then warned him against associating and talking with German Americans.

They arranged to meet again on Wednesday, May 1, 1940.

On April 25,  
1940.

He will testify from his notes, (1A19 ~ 13) that he telephoned Lilly Stein at about 12:15 P.M. at her office and requested an appointment with her.

(S. 948 ~ P. 49)



65-1819

She asked him to meet her at her home at about 4:00 P.M.

At 4:00 P.M. he went to her apartment at 127 East 54th Street, New York City, but she was not home at the time. He returned at about 4:25 P.M. and found her there. She stated that she had no information so he gave her his new address in Hempstead and told her his right name. He also arranged to meet her again on Saturday afternoon, at 2:00 P.M. at her apartment. She stated that an Italian boat arrived on that day, and that there might be some mail or something on it for her. She stated that her personal business had been picking up considerably, and that she received an order that day for one hundred dozen hats. He arranged to meet her one week from then, on May 4, 1940.

April 27,  
1940.

Sebold will testify that he received a letter through the mail, addressed to himself as Harry Sawyer, Post Office Box 574, Grand Central Annex, New York City.

(S. 976 - P. 9).

The letter read:

" Thursday.  
Dear Bill,

Sorry I missed you. See you Monday night --  
Same place -- Same time.

Carr. "

(Exhibit 1A13-60, 61, 62.  
Q44 and 45.)

65-1819

April 29,  
1940.

Sebold will testify from his notes

(1A13-22)

that he met Roeder at the Baldwin, Long Island railroad station at about 8:00 P.M.

(S. 976 - P. 9)

Roeder was waiting for him in his Buick sedan. He entered the car and Roeder drove out of the station and to a tavern along the road some place where they had some beer. He will testify that he told Roeder that a week before that he had been in Lynbrook selling realsilk hosiery and had tried to get the regular train there but missed it; that he took the next train but did not find him, Roeder, at the station. Roeder stated that he had wanted to wait for the next train but could not as he had to hurry to Roosevelt Field and take part in some test flights. Roeder then asked him if he was able to make a living selling Realsilk hosiery, to which he answered that he barely got by. Roeder said that that was all right. He said nothing about any developments concerning the job at Grumman's.

Roeder was very angry with the other side for not communicating with him, and for not sending him any more money. He said that he was "sick and tired" of being pushed around by them; that he had been in the business for four years; that it was always the same. He asked him, Roeder, if the delays had started since he had arrived to which Roeder said "No"; that it had always been the same way; that the other side let him wait for five or six months and then sent somebody along who said that everything was all right and that communication was established with the other side, and everything would be operated on a regular basis; that the same

65-1819

situation would arise again and he would hear nothing for several months. He stated that he could not understand such inefficiency in the spy business; that the Germans are so efficient in everything else. He told Roeder that it had been like that ever since 1914; that, apparently, the only time they are efficient on the other side is when they have a lot of cannon to go ahead of them.

Roeder then stated that he had a lot of important material hidden away where no one would be able to find it but that he would not turn anything over to the other side until he was paid something. He said that he intended to write a letter to the other side on the next day, April 30th, demanding some action and some money and he asked him to do the same thing. Roeder stated that in his next letter he would refer to the fact that he was then dealing with him under the name Sawyer which was assigned him by the other side; that he told Roeder that he would write such a letter also; that he would try to get the letter sent in the Diplomatic Post; that he, through a third party, knew of a girl named ELSE who worked for some attorneys who might be connected with the Consul. Roeder then stated that he knew the girl, Else; that she used to take care of forwarding his mail to the other side. Roeder stated that he himself was probably the most important man the other side had, due to his connections with experimental laboratories and airplane plants; that he could not see why the other side continually gave him the "cold shoulder". He then asked him what was his mailing address on the other side, and he stated that it was DR. LEON HARDT, 135 Rottenbaumschasse, Hamburg.

65-1819

67C

Roeder then asked him how he was getting along with the radio. He told him that he was not doing anything at that time as he was waiting for action from the other side with reference to the code. He stated that he would mention his, Sebold's, difficulties in his letter. He then asked Roeder more about [REDACTED] whom he, Roeder, had mentioned on their last meet. Roeder stated that [REDACTED] used to work at Sperry's plant with him; that he is a German citizen and he thought from observation that he would make a good man to engage in spy work for the other side; that [REDACTED] planned to take a vacation trip to Germany, and to drive his own car so he, Roeder, suggested that he take along several cartons of American cigarettes. After [REDACTED] left he, Roeder, wrote the other side telling them that he would be a good man, and suggested that they arrest him; that when [REDACTED] arrived in Germany he was arrested in Germany on a charge of smuggling cigarettes and after being taken into custody was shown a very good time by the authorities who tried to induce him to engage in espionage work for them in America. However, he refused to work with them, and he, Roeder, believed that this was due principally because of his fear for his [REDACTED]. He returned to America, and then tried to become a United States citizen, however, he endeavored to bribe someone in order to speed up the naturalization and the Judge refused to give him his citizenship. He then went to Sperry's and told them what happened to him in Germany, but Sperry's refused to re-hire him.

He observed that Roeder still kept his automatic

65-1819

in the glove compartment of his car. Roeder stated that in about three weeks he might have to go to Burbank, California to study some experiments in airplane plants there. He asked Roeder if he could see him in about a week. Roeder stated that there would be no reason for seeing him that soon as he would not furnish any material or information until he heard from the other side; that he might have something back from the other side in two weeks, and would meet him, Sebold, then in Hempstead. Roeder then drove him to the corner of Washington Street and Fulton Avenue, in Hempstead, which was a block away from his home. They agreed to meet at this same corner in two weeks at eight o'clock.

April 30,  
1940.

With the assistance of Agent Ellsworth, he coded the following message:-

"Have seen Roeder. He refused to furnish any more information or material until you send him some money. Says he has lot valuable papers stored away. He says he can get better job more money some place else. I have had no word from you since I arrived. Radio is ready but you did not send code I asked for in previous letters. Suggest you cable money to Roeder and cable me if you are sending new radio code. I am living in Hempstead, Long Island, One four four Washington Street under name William Sebold and keeping mail box Five Seven Four, Grand Central Annex, New York City under name of Harry Sawyer. I send code via WIRE.

Harry Sawyer."

(Exhibit 1A18-52 to 56).  
(S. 976 - P. 12.)

65-1819

May 1,  
1940.

Sebold will testify from his notes

(Exhibit 1A13-18)

that he met Duquesne in front of 84  
West Broadway, New York City, about 2:35 P.M.

(S. 1033 - P. 2)

Duquesne was very nervous, and pointed to a man with a brief case who went into the subway nearby and said that the man was a "dick"; that he, Sebold, then went across the street to the Automat, and was followed a minute or two later by Duquesne. Duquesne asked him if he had any news from the other side, and he told him that he had not. Duquesne stated that he also had no word from them. He stated that he should be in Georgia at that time attending the army maneuvers there but that he did not have enough money to do so. He said that he needed about ten thousand dollars to do the things that he wanted to do for the other side; that, for instance, he had wanted to buy some steel plate from Pennsylvania to send over as a sample but could not afford it; that he also wanted to secure a new telescopic sight for a gun but could not afford to buy it. Duquesne then handed him some pages out of the April 1940 issue of the "Aero Digest Magazine" and asked him to make photographs of these articles and to furnish him with three copies of each. They then left the Automat and proceeded immediately to the waterfront where they boarded a Jersey ferry and made two round trips. As they boarded the ferry, Duquesne made a careful observation to determine whether or not he was being followed. He said that his new address was Room 924, 120 Wall Street; telephone, Whitehall 4-3785; that he did not have enough money to rent an office at 120 Broadway.

65-1819

While they were talking on the ferry, he asked Duquesne if he had ever known a man by the name of HERMAN LANG. Duquesne said that he had known a man by that name in the town of Para, Brazil, in 1926; that this man was a mechanic or engineer by trade. He described him, but stated that he had no idea where this Lang was at that time as he had not heard from him in all of these years.

The description he gave was that the Lang he knew was 35 years of age; 6' tall; blonde hair, and blue eyes.

He then asked Duquesne if he had known a DR. LEONHARDT. Duquesne said that he knew Leonhardt very well; that he had gone around to various plants with him lining up contacts. Duquesne asked him what Leonhardt was doing at that time. He told him that he understood that he was the head of the North American division of the espionage work in Germany. He then asked Duquesne what the Dr. Leonhardt that he knew looked like. Duquesne gave a fairly accurate description of the man that he knew as Hugo Sebold, stating that he was 40 - 45 years of age, had a lined face, athletic build, good disposition, and smoked a lot of cigarettes. He then asked ~~DUQUESNE~~ if Leonhardt wore spats. Duquesne said yes; that all the operators wore spats; that the spats contained a secret ink which they could obtain by soaking them in water.

Duquesne pointed to all the docks along the river, and said that he would like to blow up every one of them. He also said that he would like to kill a few men in New York, and drop them on somebody's doorstep. He did not name any particular individuals.

He asked Duquesne if he carried a gun to which he said that he never wore a gun; that if he were caught with one it would cost him at least two years' imprisonment.

65-1819

He stated that in the near future he intended to pack his books, paper, and other materials in a suitcase and give them to him, SEBOLD, to hide away. He stated that he believed he was being followed by the British Intelligence; that recently a man who said he was a Colonel from the Boer War came to his office and started talking to him about his African experiences; that this man asked him about his former wife, and about one of his cousins. Duquesne said that the man gave himself away when he asked such questions because no one except the British Intelligence was acquainted with the fact that he had such a cousin and about his former wife. He believed that this man was an Intelligence Officer and was making about five Pounds a week and expenses for "snooping around."

Duquesne then asked him for [REDACTED] address b7c stating that he could not find it. He gave this to him again and Duquesne stated that he was going to write a letter to the other side and tell them to provide him, Sebold, with a new radio code and tell them that he is working on the radio. They then had a general discussion about his, Sebold's, experiences in South America, about the war, and other general topics. He promised to bring Duquesne the photographs of the magazine articles as soon as possible. Duquesne requested that he telephone him when they were ready.

They separated at the ferry landing on the New York side.

May 2,  
1940.

SEBOLD turned over to Ellsworth the articles from the AERO DIGEST MAGAZINE of April 1940 which he received from Duquesne to be microphotographed as Sebold had no facilities in Hempstead for making microphotographs.

(Exhibits 1A3-198 and 199).

(The articles from the AERO DIGEST MAGAZINE of April 1940 which Duquesne requested him to photograph are as follows:-



65-1819

"Bendix-Stromberg Injection Carburetor",  
Pages 72, 120, 128 and 131.

"New Radio Procedures for Trans-Atlantic  
Air Traffic" - the page number is not  
shown.

"Custom-Built Manifolds on a Production Basis"-  
pages 50 and 155.

"Growth of TACA Air Lines in Central America" -  
pages 33, 34, 35 and 127.

"Stalling on Tapered Wings" - pages 36, 37 and 38.

"Norway Buys 24 Northrup Bombers" - page 383.

"Swedes Buy 300 Planes" - page 383.

"The Air Services" - page 92.

"Latest U.S. Aircraft Made Available to the Allies"-  
page 76.

Advertisement pages with photographs:

1. Page 3, Kellman Instrument Division, showing  
the Vultee Vanguard and the Republic EP 1.
2. Page 63, Republic Aviation Corp. with the  
following sentence encircled: "Recent,  
current, and forthcoming designs include the U.S.  
Army Air Corps' P-35, XP-41, YP-43 and P-44  
airplanes; the EP-1 and 2-PA export designs; the  
Warrior and Guardsman types. Four new airplanes  
are now moving from the drawing boards to the  
production lines."
3. Photograph of the new Vought-Sikorsky Scout-  
Observation Plane, IS024 - 1.
4. Photograph of a Glenn L. Martin Company plane  
bearing the title "High Military Efficiency in  
Rapid Mass Production."

65-1819

On May 3,  
1940.

Sebold will testify that he attempted to reach Duquesne on telephone Whitehall 4-3785 at noon but received no response, finally reaching him at 5:00 P.M. at which time Duquesne asked him to meet him at 11:30 A.M. Saturday, May 4, 1940 at 84 West Broadway.

(S. 1033 - P. 6)

On May 4,  
1940.

Sebold will testify from his notes

(Exhibit 1A3-18)

that about 11:40 A.M. he met Duquesne at 84 West Broadway, just inside of the door where he first observed Duquesne standing and signalling to him to come in. As soon as he entered the building Duquesne said that he was being followed and could not spend any time with him. He asked him for the photographs and the film which he gave to him. Duquesne then stated that he would see him the following Wednesday at 2:00 P.M. at the same place. They separated immediately. (S. 1033 - P. 6)

He will testify from his notes

(1A19-3)

that on the same day at about 2:35 P.M. he went to Lilly Stein's apartment, 127 East 54th Street, New York City, where he met her.

(S. 1081 - P. 4)

They left the apartment together and walked to the corner of Lexington Avenue and 54th Street where they shook hands and separated.

He will further testify that as soon as he entered her apartment she said that she had recently received two letters from the other side. He asked to see these letters and she produced

65-1819

them from her handbag. He observed that the envelopes bore German postmarks, and also had a little blue Italian label posted on them indicating that they were to be sent via Air Mail.

She allowed him to read the letters, and stated that they were foolish on the other side to write her such open letters. He told her that he wanted to make a few notes about the letters in order to remind them to use more caution in the future; that he then copied on a slip of paper the following information which he wrote in German, which when translated, reads as follows:-

"

Hamburg  
April 13, 1940.

I will send you three hundred dollars at the end of this month in order that you can get out of your present difficulties.

[REDACTED]

b7c

The other was dated at Stettin, Germany, and a part of it read as follows (when translated) -

"

I have therefore asked my co-worker, [REDACTED] to answer any mail received from you during my absence.

b7c

/s/ Heinrich"

He will further testify that these letters were otherwise full of nonsense concerning LILLY except that one of them said that they were sending twenty Marks a month to some of her relatives; that he noted that both letters were addressed to Lilly Stein, 127 East 54th Street, and that neither bore any censor markings. He asked her how she came to be acquainted with the man on the other side. She stated that in Vienna she met one ~~CAPTAIN VON HECKEN~~, and that he sent her to Hamburg where she met Heinrich and the rest of the

65-1819

men, however, she did not go into detail as to who these men were. He asked her if she knew of anybody else engaged in spy work. She stated that she had heard of a fellow by the name of HANS RITTER, who was in the export business on the west side in New York, and that he left for Germany shortly before Christmas 1939 via Japan and Italy. She did not know anything more about Ritter.

She then said that she was certain that America was going to enter the war, as she had heard someone say that the Reserve Medical Corps had a meeting recently in which they talked about instructions they had received about entering the war.

She also stated that she had heard that there was a Japanese airplane base somewhere in Mexico. He did not want to ask her too many questions for fear of arousing her suspicions.

He gave her some of his business cards from the REALSILK HOSIERY COMPANY and asked her to recommend him to some of her friends who might purchase Realsilk products. She said that she would do so, and that she would also purchase something from him. She stated that she was going to the Alien Relief Ball and that she was going to Washington, D.C. on a trip soon. He told her that she had better be careful in Washington of the "G men". She said, "Oh, I just look for them and they fall in love with me." She did not say why she was going to Washington. They arranged to meet the following Saturday afternoon at 2:00 P.M.

On May 8,  
1940.

He will testify that at about 2:00 P.M. he went to 84 West Broadway, New York City, where he had an appointment to meet Duquesne and waited until about 2:40 P.M. As Duquesne failed to appear by that time he made a telephone call to Duquesne's office but did not find him in.

65-1819

He made telephone calls at intervals until 5:00 P.M. at which time he left word to the effect that the "printer" had called, and asked if there was any work to be done.

On May 9,  
1940.

SEBOLD will testify from his notes

(Exhibit 1A3 - 18)

that at about 5:00 P.M. he made a telephone call to DUQUESNE'S office in order to ascertain if he wanted to see him.

(S. 1087 - P. 35).

DUQUESNE seemed to be worried and wanted to meet him at 9:00 P.M. that night at 72nd Street and Broadway, in front of the uptown subway entrance. He went to the said meeting place, and at about 9:15 P.M. Duquesne appeared, coming from the downtown side of the subway station. They walked along the park at 72nd Street and Broadway. Duquesne did not have anything to give him but excused himself for not meeting him on the previous day as he claimed that he was being followed by someone. He then asked him, SEBOLD, if he had anything to send to Germany as he had a letter he was going to mail via China, and when he told him that he did not, Duquesne sealed an envelope and deposited it in the mail box at 72nd Street and Broadway, at about 9:20 P.M.

He claimed that someone had furnished him with photographic plans of the army's new Garrand rifle, and that he was sending the same to Germany.

DUQUESNE asked him if he knew of a man named HAUSMANN, a flyer, who used to be connected with the Lufthansa. When asked what he looked like, Duquesne said that he was about 40-42 years of age, tall, wore glasses, was bald, and had reddish hair on the sides of his head; that he was an agent of the Intelligence.

65-1819

Service and had been in the United States for eight months during either 1938 or 1939; that he had been too indiscreet, and was called back to Germany.

He also asked him if he knew one JOHANN WALLET, a flyer in Germany, during the last war whom he did not describe. He claimed that Wallet was also an Intelligence agent for the German Government but while he was in the United States he swindled some people out of a thousand dollars and used his job for duping people, including him, Duquesne. Wallet was also recalled to Germany.

Duquesne then advised that he had learned from his Hyde Park connections that when the German Army invaded Norway, President Roosevelt shook his fist, and banged his table, and stated that there was a good possibility that the United States would go into the war. He complained about the people who have come over from Germany with money but who never appear; that Duquesne asked him a lot of questions about photography, the way he did it, the cost of the Leica camera, and wanted to know how he was getting along with his Realsilk hesiery job.

He also advised that a group of men, names not given, had been working for the Fleet Wing Works, but they had left the country for Germany; that at the time they left the country they took with them the design about dropping torpedoes from an airplane. After they (Germany) entered the war, these men were detained in Germany and their wives had been stranded in the United States.

65-1819

Duquesne then asked how he was getting along with his job at the Grumman Aircraft Company. He told him that he had not heard anything about it but believed that his connection, meaning Roeder, had done nothing further for him and that it was his belief that this man had done nothing because he was not being paid. He told Duquesne that this man was blaming him for not receiving his money. Duquesne said that he knew who he was talking about and that he was a good man and that he should be paid.

Duquesne also advised that he did not know Alfred Von Wegener, and cautioned him not to make any contacts in the United States, except those authorized by Germany. He also advised that he might not receive any mail for quite some time but on some occasions he will receive two or three letters at a time, and that he should not worry if he does not receive any mail.

Duquesne also stated that the United States was not telling all she knew or had in mind about the war, as they did during the World War, and that things were now being kept confidential. He requested that they meet again on May 15, 1940 at 2:00 P.M. at 84 West Broadway, New York City and stated that he should have gone to Maryland to witness the "goat bombing" but was unable to do so because he was "broke".

On May 11,  
1940.

He will testify from his notes

(1A19-13)

that he went to Lilly Stein's apartment at about 2:00 P.M. and found her in.

(S. 1061 - P. 8).

65-1819

She asked him if he had heard anything new. He told her that he had not. She stated that she, likewise, had not heard anything. She referred to an article which she said appeared in the NEW YORK TIMES relating to a woman who had been caught coming out of Holland with a lot of foreign currency, including Pounds Sterling and Dollars. She stated that she was afraid this woman was the source of funds for herself and others working in America, and that now she would be delayed further. She stated that she was very hard pressed for money, and that she had not paid her rent for two months and was afraid that her light and gas would be shut off. She went into further details about her financial difficulties. She was sewing something, and said that she, at that time, was doing piece work at five cents per piece. She seemed to handle a needle as if it were a pitch fork.

He asked her if she was a Mati Hari with a job. She laughed, and said that she has "more Hari than Mati".

She said that she should be out contacting people and gathering information instead of sitting at home trying to earn a few cents; that she could not go to Washington, D.C. as she planned because she had no money. She also said that she was unable to go to the Alien Relief Ball for the same reason. He asked her about Else, and what connection she might have with the espionage business. She said that Else knew about the business but was not engaged in it and never did do any work actively in connection with it. She stated that Else refused to work as a spy as she had taken out her American citizenship papers, and claimed to be unsuitable for this type of work.

During the conversation she remarked that when she came to America she brought over \$300 with her for



65-1819

Jimmy, however, she personally never saw Jimmy and paid the money to some one else for transmittal to him. She later told him that this person was Elsie.

Upon leaving he arranged to meet her again the following Saturday at three o'clock.

On May 13, 1940

Sebold will, from his notes,

(1A13 - 22)

testify that he met Roeder on the street corner near his home in Hempstead, about 7:55 P.M.;

(S. 1033 - P. 9)

that Roeder was driving his car; that he climbed into the car and was driven around; that as soon as Roeder was able to speak to him, he asked if he had received any word from the other side. He told him that the only information which he had was from one of his connections in New York, who had advised him that the "big boss" was busy with war matters in Germany, and was at the present time in Stettin; that another man was taking his place and things would soon be straightened out; that he, Roeder, should be patient for a few more weeks. However, Roeder stated that he had made up his mind that he was through with this business, and that he was tired of being patient. He stated that he had been waiting until that night to see whether he, Sebold, would receive any information or money from the other side for him, and since nothing had been received he would go ahead with his plans, namely, as soon as he returned home he intended to write to the Kennedy Manufacturing Company in Ohio for a job. He stated that he had worked for this firm in 1923, and that he had a standing

65-1819

offer to go back to work for them as a shop manager. He said that this concern manufactures cheap metal products such as tool boxes and that they do not engage in the manufacture of any war materials whatever. He stated that he could have a job in Pennsylvania, to which he previously referred, but that concern manufactures radio equipment and would be engaged in war supply manufacture which he wanted to avoid.

He further stated that he would put his house up for sale immediately, and leave for Ohio as soon as possible. He referred to the fact that some time ago he had been getting \$80 a week from Sperry but that his work required him to fly all over the country, which was disagreeable; that he asked for another job, and was given his present appointment at \$50 per week; but that he was unable to make ends meet with that amount of money. He then told Roeder that he had heard that a woman had been caught in Holland, with money which was to be sent to America, and that probably that is where his money had gone. Roeder, however, insisted that his patience was exhausted and that he wanted nothing further to do with the business. He stated that he had learned that America was definitely going to enter the war; that that meant that one, and perhaps, two, of his sons would go to war against Germany in which case he wanted absolutely nothing to do with the spy business. In fact, if the United States entered the war he said that he would immediately discontinue his activities any way. He further stated that one of his sons was going to marry soon, and it was apparent that he was concerned over the disgrace which might come to his family in the event he was caught engaged in this business.

65-1819

He stated that he wanted none of this "Fifth Column" business; that the war for the United States would start in the Pacific, and that the United States would undertake to protest the Dutch East Indies and thereby get mixed up in the war; that upon such action being taken the German-American Bund, the Communists, and other such organizations will form the well known German Fifth Column in America, and undertake to overthrow the United States from within; that he wanted no connection with any such movement.

He further stated that he would immediately write to the other side, and tell them that he was through with this business. He asked him, Sebald, if there was anyone else engaged in the present set-up who knew his, Roeder's, name. He advised him that there was no one whereupon Roeder asked him to destroy any papers he had containing his name and address. He then asked Roeder if he thought that he was holding out on him, and Roeder said "no"; that he had found that he was the hardest worker that he had seen in this business; that he intended to write the other side and tell them that he, Sebald, should get more money and more cooperation for taking the several risks which he was taking weekly in contacting people. He then asked Roeder to whom he intended to write and he again said that he would write to DR. LEONHARDT, Rottenbaumschasse 135, Hamburg.

Roeder personally brought up the matter of Grumman's and stated that since he, Sebald, had a heavy German dialect, he did not feel that it was advisable for him to try to get work there because he would be immediately placed under observation. He stated that he, Sebald, should come to Ohio if he wanted a job and that he would

125

65-1819

give him one; that living conditions in Ohio were much better than New York. Roeder stated that he was not going to advise him what action he should personally take in connection with the spy business because he was old enough to make up his own mind about what he wanted to do. He then stated that he intended to keep in touch with him by correspondence, and that if he heard anything from the other side or wanted to see him again he would write him at the Grand Central Annex, Box 574. He said that he intended to destroy all the material which he had saved for transmittal to the other side.

Sebold will further testify that he tried to get more information from Roeder concerning persons whom he knew or the material which he had but Roeder was indisposed to talk about anything except the fact that he was quitting the business. He appeared to be in a firm but apparently relieved mood after having made up his mind as to this action; that this mood was somewhat different from what it had been on the previous meeting when Roeder expressed considerable anger with the other side for their inefficiency in paying him his money and keeping in contact with him.

On May 15,  
1940

Sebold will testify from his notes

(1A3 - 18)

that at about 2:10 P.M. he met Duquesne at 84 West Broadway and they walked west on Chambers Street to the New Jersey ferry landing at the foot of Chambers Street, where they got the ferry and rode over to New Jersey and back.

During the conversation which ensued, he asked Duquesne if he was acquainted with anyone on Long

126

65-1819

b7C Island engaged in this business and Duquesne said, "Do you mean [redacted] (phonetic) and [redacted] (phonetic)?" He told him that he did not know who they were, whereupon Duquesne stated that they had returned to Germany on the Bremen and had left their wives on Long Island. He asked him, Duquesne, if he had ever heard of a man named Roeder and Duquesne said, "Oh, you mean the man who works at Sperry's."

(S. 1172 - P. 4)

When he told him that that was the man, Duquesne said that he knew of him; that he was a very funny man to deal with, in that he was "hard boiled" and a very smart individual; that he had heard that Roeder had gotten the Gyroscope out of Sperry's and that he had been in the work about four years and was very cautious.

He then told Duquesne about his problem concerning Roeder's quitting the work, stating that he was very angry because he was not receiving money from the other side; that Roeder apparently had considerable material saved up, and possibly the bomb sight, but refused to turn any more material over. He asked Duquesne what he should do under these circumstances. Duquesne said that Roeder should hold on for a while anyway, but that since he was quitting he, Sebold, should go to Roeder's home some time and steal the materials from the house and then set the house on fire. He suggested that he move to some place near Roeder's house for about ten or fourteen days, and watch him and thus find out when it would be possible to get into the house and steal the material. He told Duquesne that it might be a good idea to try to get hold of \$200 and give this to Roeder. Duquesne thought that that might be a good idea.

65-1819

He then suggested to Duquesne that he try to get hold of the materials from Roeder, and Duquesne said that Roeder would not come near him in view of the wide publicity that he, Duquesne, had had. He then asked him what he thought of going to Else and trying to get more direct connections with Germany through her. Duquesne said that that would not be a good idea as she had gotten "cold feet" since taking out her American citizenship papers, and that she did not work any more; that she was very much afraid of him due to his publicity, and that every time he went to her office she shook all over. He stated that, in fact, everyone is scared of him because of the publicity attached to his name.

He then told Duquesne that he had heard of him through other contacts under the name of Jim or Jimmy and Duquesne admitted that he was known by those names.

He also told Duquesne that he had heard that money came over for Duquesne from the other side and was paid to him through Else. Duquesne admitted that he had received money through Else.

Duquesne then informed him to be on the lookout for a German American by the name of [REDACTED]. He said that this man was in the [REDACTED] and from the [REDACTED] Chamber of Commerce and that he is an American spy for the United States Government; that he would personally like to shoot this man if he ever got the chance because [REDACTED] had caused him a lot of trouble. He then said that one of his contacts in Georgia shot a guard in an airplane hangar; that this contact was trying to steal a bomb sight and after shooting the guard and entering the place he could not find any bomb sight. 67C

65-1819

He stated that this contact had to make a get-away under very trying circumstances as he did not have any funds. He said that during the Kaiser's time every operator was given one thousand dollars which he was supposed to keep as a reserve fund to be used only in case of emergency, that, however, at the present time the men are left entirely without resources. He then stated that he knew a man at LaGuardia Field who used to be at Floyd Bennett Field; that this man charges from \$5 to \$10 for photographs he takes of airplanes; that this man sends these photographs to the other side; however, that he, Duquesne, on account of not having any money was unable to keep up the contact with him and he sells his pictures to the highest bidder. He stated that this man is an American and not of German origin.

Duquesne then asked if he was acquainted with a man named VON GUNDHARD (phonetic) who is an artilleryman. He told Duquesne that he did not recognize the name but possibly knew him and asked more about him. Duquesne said that he had merely heard from someone from the other side that this man is working in Canada for Germany, and that he did not know him personally.

Duquesne then said that he would personally like to visit some air field, name not recalled, but he did not have a car. He then stated that he had spent the previous Saturday and Sunday at Hyde Park and that he had learned there that the United States was positively going to enter the war; that he had already reported this to the other side. He then stated that Germany is interested in receiving a "United States White Book" and that he is going to mail one of these to him, Sebald, at his Hempstead address; that he wanted him to photograph the entire book so that it could be sent to the other side.

Duquesne was in a big hurry and stated that he had to meet someone that afternoon; that he would meet him, Sebold, at the same time and place the following Wednesday, and that he would report the Roeder matter to the other side.

Sebold further will testify that at 2:50 P.M., Special Agent Ellsworth handed him a letter addressed to himself as Mr. Harry Sawyer, Box 865, Church Street Annex, New York City, which is a letter postmarked New York, N.Y., May 13, 1940, 11:30 P.M.

(S. 1172 - P. 7)

Inside of this letter, written in German, was the following message which, when translated, reads:

"Dear Harry,

I would like to speak to you.

Erwin Siegler  
Chief Butcher  
S. S. Manhattan  
Pier 59, New York."

In this envelope was also concealed a letter in a brown envelope, addressed to [REDACTED]

Inside this envelope was found a letter typed on brown formal correspondence stationery, which letter read as follows:

b7c



65-1819

April, 28th 1940

Dear old chap:

Many thanks for your letters of March 13th and 28th.

I'm so glad that you have seen all of my old friends and that you have found them well.

How far did you get with your radio business? Have you already put up your amateur sending and receiving set? I myself am ready and I'm getting much fun out of it. The other day I even had an Englishman, but the old beggar didn't notice that I was an Italian - and you know they don't like us very much!

I have met another boarder of the Klopsteck-Pension whom you also know, and he promised me he would visit you the next time he is in New York. I shall be looking forward to hear what he has to say about you.

Since I don't expect conditions to remain friendly I shall try to leave Italy at the beginning of next month and if you want to write to me please write to [REDACTED]

b7C

Hoping to hear from you soon I am as always

yours"

Since the contents of this letter followed closely the same approach as he used in his letter of March 28th, 1940, which he wrote to Hugo Sebald concerning his preparations for setting up the radio

65-1819

he and Agent Ellsworth decided that this letter was intended for him, Sebeld. Inside the brown envelope was also a typewritten letter on white paper, written in the German language, commencing "Lieber Freund" and signed "Th. and Br." A translation of this letter is as follows:--

(S. 1172 - P. 8)

"Dear Friend:

I gather from your letters that you probably can be ready to go ahead on May 15, 1940. In order that we can find you in the ether (air waves) without further communications, please proceed as follows:

Please call from the above date on for 14 days beginning 6 P.M. (Eastern Standard Time) for 10 minutes cq dx v W 2..... We will recognize you in that you will use the letter "v" instead of the usual "de". We will search for you between 14300 and 14400 kc. During the next 10 minutes we will answer you on 14440 kc. with the call letters "AOR" (not DOR) and so forth until 7 o'clock until connection is established. The desired understanding (connection) will be recognized by our mutually giving "OK PSE AS." Then the communication will be immediately broken off and resumed the next day at the same time, not according to amateur methods but according to the Biermann method, using your call signal according to the Book. You will then begin to call.

Since this long distance sending depends greatly on the condition of the atmosphere, don't be impatient if it doesn't work out for days. We will surely find each other. Until we hear each other again and greetings from the whole club (group).

Th. and Br."

65-1819

There was another typewritten note in the brown envelope, written in German, which translated, reads as follows:

(S. 1172 - P. 9)

"  
Which concern do you work for?

What is produced there?

How large is the firm?

Production capacity?

Where do you deliver?

What do you know about delivery of airplanes to England?

We are interested only in detailed information such as types, mechanical, power of the airplanes, contractor (one making delivery), destination, shipment (export) - when and on which ship - details about airplane carriers in construction - how many planes do they carry, type of airplanes, special starting and landing devices, other details - newest armament of all kinds for airplanes, are mobilization preparations apparent - where, what and in what way -, do many fliers enlist freely for England (as far as possible, details about it).

Please pass these matters on to all our other friends."

SEBOLD will testify that he recalls during the time he was receiving instruction in Code in Hamburg, they referred to BIERMANN; that Biermann, he was advised, was the creator of this Code, and thus they undoubtedly were referring to the use of the book which they gave him, entitled "All This and Heaven Too."

65-1819

In the brown envelope was also a typewritten list of twelve items, typed on onion skin paper. This list is as follows:

(S. 1172 - P. 10).

1. Development as to the exact determination of horizon for astronomical observation, blind flying, bombing, and automatic pilot
2. details regarding automatic pilot
3. remote-controls in bombing
4. balancing of gyro in manufacturing
5. how many of the different types are being manufactured monthly and which is the monthly capacity.
6. bomb-sight
7. details abt. latest predictor
8. listening devices
9. search-lights
10. altitude cabins
11. details abt. range-finders as concerns combinations with ultra violet or ultra red rays or ultra short waves
12. details abt. latest radio (wt) and direction finding instruments.

(Exhibits 1A14-4 to 13.  
Q46, 47, 48, 49, 69, 70, 71,  
72 and 73.)

SEBOLD will further testify that he proceeded to Pier 59 at 5:45 P.M. but was not allowed to go on board the boat. He then telephoned the boat but was advised that the telephone was only connected from 9:00 to 5:00 P.M. He thereupon wrote Siegler a note, in German, addressed to him on board the MANHATTAN. The note, when translated, read as follows:

65-1819

(S. 1172 - P. 17)  
(Exhibit 1A14 - 2).

" May 15, 1940

Dear Mr. Siegler:

I have received your letter and will await you Thursday afternoon at 4:30 P.M. at the Manhattan pier entrance. I will telephone you tomorrow in the course of the morning to see if the meeting place is agreeable with you. I weight 180 pounds, will wear a brown striped suit, brown tie with white dots, brown shoes, and a dark brown hat. I will carry a newspaper in my left hand.

Heartly greetings,

Harry

A carbon copy of this note was made, the note being written in longhand. The carbon copy will be identified by Sebold.

On May 16,  
1940.

Sebold will testify that on that morning he telephoned the S.S. MANHATTAN at about 10:10 A.M.

(S. 1172 - P. 18)

and left the number of the telephone booth he was calling from with the ship's telephone operator. He requested that the operator contact the Chief Butcher and ask him to call that number. As he received no answer by 10:35 A.M. he called back and the operator said that he had given the message to the butcher but the butcher refused to make the call. Later on, in the morning, he received in Post Office Box 865, Church Street Annex, a letter addressed to himself as Mr. Harry Sawyer, which was postmarked Hoboken, New Jersey, May 15, 1940 at 10:00 P.M. This letter was in longhand and in German, written on U. S. Lines, S.S. MANHATTAN stationery, and when translated read as follows:-

65-1819

(S. 1172 - P. 18)  
 (Exhibit 1A14 - 14).  
 (Q48 and 49).

" May 15, 1940

Dear Harry,

I absolutely must speak to you before we sail to Italy on Saturday, the 18th, at 12:00 noon. Didn't you receive my letter. I am still waiting for a reply.

I am supposed to give you greetings from the Pension, the rest I will tell to you later.

Address:

Erwin Siegler  
 Chief Butcher  
 S.S. Manhattan  
 Pier 59  
 New York "

On May 16,  
 1940.

Sebold will testify from his notes

(1A15 - 1)

that he went to the entrance of Pier 59, at the foot of West 18th Street at about 4:30 P.M. and that a man, whom he will identify as SIEGLER approached him and said, "Are you Sawyer"; that he replied, "Yes, let's go to a restaurant". Siegler then said, "Greetings from Klopstock-Pension" and said that this was the pass word. On the way to the restaurant they talked about Siegler's trip from Italy and about general topics. After they sat down in the restaurant, which was the EAGLE BAR AND GRILL, located on the corner of 21st Street and 11th Avenue, New York City, he asked Siegler if he had any money or a code book for him. Siegler said that he did not have either but that he had a friend on board the ship who had a pile of money. This friend he said works for the German Marine Espionage Division and that he would be able to secure all the money he wanted. He said that the message he was supposed to

65-1819

deliver to him, SEBOLD, was that money would be cabled from the other side within ten days. He then asked BIEGLER what his friend's name was, and Siegler said that he was not supposed to give names, but that the man's name sounds similar to his, Siegler's; that his friend is an "old hand" in this business, and used to be in Philadelphia. Siegler then asked him how much money he needed, and he told him that he really needed about \$1500.00; that he had an opportunity to secure some valuable material, and possibly a bomb sight. Siegler acted very surprised that he did not have money, and said that there was money on the other side in abundance. He then asked Siegler to go aboard the ship and get his friend as he wanted to talk with him. Siegler left, and returned but stated that his friend refused to come to the restaurant but that he would be able to give him three hundred or four hundred dollars the next evening. Siegler said that this was his first trip in the spy business; that he was recommended by a fellow named ~~GEORGE HESSLER~~ b7C who introduced him to a man named GORHOFF who is a German Marine espionage officer, and lives in the Hotel Britannia, in Geneva. He stated that GORHOFF is a short, stocky fellow, of fair complexion. Siegler stated that he, himself, was assigned to work with the Air Division which is the same division, according to his statement, to which he, Sebold, is assigned. He then asked Siegler if he had ever lived at the Klopstock-Pension. Siegler stated that he had not. He then asked him if he knew HUGO SEBOLD and named other names but Siegler said that he had never heard of them. He then asked him if he brought ever anything for anyone else on that trip, and Siegler said that he had not. He asked him if he would take something back with him, and he said that he would be glad to, and that he had never been searched.

He then asked him if he thought he could handle a gas mask. Siegler said that he thought that he could. He arranged to meet him at 4:30 P.M. in the restaurant on Friday, the 17th and if necessary, to also meet him at 11:30 A.M. on Saturday.

On May 17,  
1940.

He will testify that he typed a letter to HUGO SEBOLD in German, which when translated, read as follows:

(S. 1172 - P. 23)

65-1819

May 16, 1940

Dear Hugo Sebald,

I have met your friend from Klopstock Strasse and have received your communications. I will follow out your instructions.

Your representative in Long Island has notified me that he can no longer work for so little money, and since he has not received the proper cooperation from your side he is compelled to transfer his activities to another district. He said he finds it necessary to personally use the materials which he has gathered together. I believe that an offer of more money would induce him to continue his services in our interests. Would you be willing to support such an offer? I will try to secure money from your Klopstock friend and to re-establish the broken connections. I will let you know further concerning this. I await your prompt reply.

With greetings,

Your

Harry Sawyer.

He will identify the carbon copy of the letter.

(Exhibit 1A14 - 1)

This letter was addressed to the new address furnished in the letter delivered by STEGLER, namely [REDACTED]

b7c  
He will also testify from his notes

(1A15 - 2)

that he went to the EAGLE BAR AND GRILL on the corner of 21st Street and 11th Avenue, at about 4:30 P.M. Sieglar entered the restaurant shortly thereafter. They left the restaurant together, walked in the road by the subway to Columbus Circle, New York City.



65-1819

(S. 1172 - P. 25).

He will further testify that upon meeting SIEGLER, Siegler said that they would proceed to Columbus Circle where his friend with the money would meet them; that his friend did not want to be seen in the vicinity of the docks with him, SEBOLD. Siegler also referred to the fact that he met his contacts in Geneva, Italy, on Columbus Circle.

Upon arriving at Columbus Circle, and Central Park, they met a man whom Siegler introduced by the name of AUFZUG.

He will identify FRANZ STIGLER as being this man.

He asked STIGLER what he did on board the ship and he said that he was the "Sugar Baker". On the way to Columbus Circle he observed that Siegler was very nervous. He asked him where he would hide stuff on board the ship. Siegler said "in the ice box". On the way Siegler also asked what he would tell them on the other side and he told him that he is trying to get work at Grumman's Airplane plant on Long Island; that he is living on Long Island and that he needs a new radio code and a lot of money.

Upon arrival at Columbus Circle, he also gave this information to STIGLER and made notes of these points on a piece of paper which he handed to Siegler. Concerning the radio code he explained to Siegler that amateurs are not permitted to broadcast in code and that, therefore, he would have to have a code which uses plain English or German words. He also gave Siegler on this piece of paper his Long Island address - "144 Washington Street, Hempstead, Long Island."

Upon meeting STIGLER, Stigler expressed considerable surprise that he did not have a lot of money. He stated that there was supposed to be plenty of money for the spy business and that somebody must have been "holding out" on him. He then asked Stigler if he brought over money for anyone by the name of COLONEL or EVERETT. Stigler said that he did not know such people. He stated that he had brought

65-1819

over some money but had gotten rid of it. He then told STIGLER that he had been dealing with an important contact on Long Island, whose name he could not mention; that this contact had not been getting his money from the other side like he was promised, and so recently said he was through, and refused to turn over a lot of important material he had gathered for transmittal to the other side including possibly a bomb sight; that he, Sebold, felt that he should give this man some money and try to get the material for Germany. Siegler then said that he should have money for such purposes and produced two hundred and forty dollars (\$240.00) which he handed to him. This consisted of three \$50 bills, and nine \$10 bills.

Stigler said that he was taking this money out of his own pocket but that he was giving it to him in the presence of Siegler as a witness and would be able to get the money back upon arrival on the other side.

SEBOLD will here identify a list describing this money, which is as follows:-

(S. 1172 - P. 25)  
(Exhibit 1A20 - 1)

\$50 Federal Reserve Note,	#B01433623A
\$50 " " "	#B00999683A
\$50 " " "	#C00838027A
\$10 National Currency on the Mattituck National Bank and Trust Company, Mattituck, New York, serial number F000953A.	
\$10 Federal Reserve Note,	#B08711934A
\$10 " " "	#D31401003A
\$10 " " "	#D24376931A
\$10 " " "	#D00325857*
\$10 " " "	#D07801885B
\$10 " " "	#H15233671A
\$10 Silver Certificate	#A52417795A
\$10 Silver Certificate	#A57894037A

65-1819

b7c STIGLER said that the leader's name in Genoa is not GEMHOE but that his real name is ANEIGER or Anzinger (both phonetic); that he is a director of the Hamburg-South American Steamship Company and is assisted by or is the assistant to one [REDACTED] (phonetic).

[REDACTED] and had been in the United States and was here just before the war in connection with a bomb sight; that [REDACTED] is from South Germany, from either Konstanz or Ludwigshafen. Stigler described this man as a square built fellow, military type, medium height, and stated that he had been all over the west coast of the Americas. He also had worked on board a ship as a Bourser Officer.

SIEGLER said that he might be transferred on the next trip to the S.S. AMERICA and make a trip to Spain, where he would probably make a new contact. He asked Siegler if he desired to take along such a thing as a gas mask on this trip and Siegler said he would rather not, as he might have to undergo some searches in harbors. He handed him the letter addressed to HUGO SEBOLD

(Exhibit 1414-1, 15 and 16)

and permitted him to read the contents before sealing the letter. Siegler said he would mail the letter as soon as he arrived in Italy. He said that on his next trip to the United States he would mail a note to him and they would meet at Columbus Circle.

STIGLER indicated that in view of the information he had received from him relative to the lack of funds on this side in the Air Division, he might become contact man and pay off man for the Air Division, as well as the Marine Division. He said that he would report conditions to the other side, and would try to relieve money matters here. He stated he could not understand why the Air Division did not have money as the "M" Division appears to have any amount of money which it needs. He said that the war would probably be over in about a year, and that when it was over he intended to "blow out of here". He was of the opinion that he, Sebold, would also leave the United States.

65-1819

He then asked STIGLER if he had ever met the head of the Air Division and Stigler said that he had not but that he would meet the "Luft Hauptman" in Genoa that trip. He stated that the head of the Air Division was a famous fighter in the World War.

May 18,  
1940.

SEBOLD will testify from his notes

(Exhibit 1A19 - 13)

that according to pre-arrangement he went to the apartment of LILLY STEIN at 2:00 P.M.

(S. 1172 - P. 29)

She said that she had received nothing new from the other side and asked if he had received anything. He produced a letter which he had received from ERWIN SIEGLER and had her read the instructions contained in it. She did not make notes but said that she understood the instructions. She stated that the previous Sunday she had received a telephone call from [REDACTED] in which he told her that the United States was definitely going to enter the war. She stated that she would go to Washington as soon as she obtained some money; that [REDACTED] was her only official contact as she had no funds with which to get around and meet people. With respect to contacts in Germany, Lilly Stein stated that she had been connected with the ASTA or the Counter-Espionage System of Germany and had been assigned to watch people in England and in Belgium; that she had done no actual spy work there. She stated that she had learned that the French Liner was leaving France for America that day and that he ought to be able to ascertain what boat was leaving. He advised her that he was trying to reach Germany on the radio and she said that when he made connections she would not mail any more messages but would give them to him for transmittal. He arranged to meet her again the following Saturday at 2:00 P.M. b7C ✓

On May 20,  
1940.

Sebold will testify that due to the fact that he had received \$240 from FRANZ STIGLER for the purpose of giving it to ROEDER he wrote a letter, as follows:

(S. 1237 - P. 4)

65-1819

"Dear Mr. Roeder,

May I see you next Monday, same time, same place.  
Very important news.

Yours,  
Bill"

A carbon copy of this letter was retained, and will be identified by Sebold.

May 22,  
1940.

SEBOLD will testify from his notes

(1A3 - 18)

that he met DUQUESNE

(S. 1217 - P. 33)

near 84 West Broadway, New York City, at about 2:30 P.M.; that Duquesne motioned to him, and he followed him to the ferry slip at the foot of Warren Street, where they took a ferry to New Jersey.

He will further testify that they made two round trips on the ferry. Duquesne immediately asked if there was any news, and he told him that he had been contacted by an individual aboard the S.S. MANHATTAN and had received a letter of instructions which he produced and showed to him. Duquesne read the instructions, and he translated those in German for him. Duquesne made no notes, stating that he was already acquainted with these instructions. He did write down the new address in Budapest, Hungary. Duquesne then asked if the contact's name was [REDACTED] or [REDACTED] and described this particular man as being about 23 to 25 years of age, black hair, and [REDACTED]

b7c [REDACTED] that he was at that time on the other side, and was involved in the Czecho-Slovak war and had been decorated by Hitler for his activities there.

65-1819

b7C  
DUQUESNE indicated that this man used to be his contact. He told Duquesne that he did not recognize the description of [redacted] as being anyone he knew, and asked him if he had ever heard of Siegler. Duquesne did not recognize that name. He then asked Duquesne if he knew about the "M" Division, and Duquesne said that he did; that this Division operated mainly in Boston. He then asked Duquesne why the "M" Division seemed to have more money than the Air Division, and Duquesne said that they probably have to bribe more people "than we do". He then asked Duquesne indirectly more about [redacted] and [redacted]

b7C  
Duquesne said that [redacted] had been employed by the SPERRY people and that he took leave to go to Germany, and did not return; that [redacted] had worked in some industrial plant, and had also gone to Germany and did not return. He exhibited some surprise that he, Sebold, did not know these men.

DUQUESNE said that he had recently sent some blueprints to the other side about an airplane gasoline motor, and that some time ago he had sent some plans over, showing the construction of the U. S. Navy suicide cruisers. He then told Duquesne that he had tried to reach him to see if he had anything to send to the other side since he had once said that he wanted to find a way to send a gas mask over. Duquesne said that he did not have anything to send. He then suggested to Duquesne that in the future he hand his materials to him to be photographed or transmitted to the other side through his, SEBOLD'S, contacts. He told him, Duquesne, that he had received further instructions about the radio and had established connection with the other side, and was then in daily contact with them. Duquesne asked him how his business was set up, and he told him that he was working with a friend of his who did not want to know anything about the nature of the messages sent or to whom sent; that as far as the friend knows they are sent to South America; that his friend did not want to be contacted by any person except him, Sebold, and would not have any dealings with anyone outside; that the set-up was entirely fool-proof. Duquesne thought this sounded like a very good set-up, and wanted to buy a short wave set and listen in on the transmissions but he suggested that such an act might be suspicious if anyone found a short wave set in his quarters. Duquesne then decided that it would not be such a good idea to get such a set.

65-1819

DUQUESNE then stated that he had gone to Hyde Park the previous Sunday and went to the President's Church where he observed the President. He called the President a "darned Jew". Duquesne said that he was positive that America was going into the war. He said that he had learned that the President was heading some type of anti-German organization. Duquesne then asked him if he carried firearms and he advised him in the negative, whereupon Duquesne said that he should never be found with firearms on his person.

At the time they separated he suggested to DUQUESNE that he have everything ready that he wanted to be sent to the other side at the time the MANHATTAN next arrived in New York, and that he, Sebold, would take care of the matter for him.

They agreed to meet again the following Wednesday at 2:00 P.M. at the same place.

(S. 1217 - P. 33).

Sebold will further testify that in that he had been advised by Agent Ellsworth that contact had been made with Station ACR in Germany through using the radio station set-up by the Federal Bureau of Investigation and following instructions which he, Sebold, had received in Germany as well as the instructions which he had received in the letter which was brought over by SIEGLER he discussed with Agent Ellsworth the sending of the following message which he turned over to Agent Ellsworth for encoding and transmission.

(S. 1266 - P. 11).

"It is dangerous to send code. I need code in plain English or German. Received Two Hundred Forty Dollars from Manhattan. Meet Reeder Monday. Shall I give him this money since he will not work longer without money.

H. S. "

65-1819

He then accompanied Agents Ellsworth and [REDACTED] in an automobile to the radio station, which was located on a small hill about one-quarter of a mile south of Centerport in the direction of Greenlawn. He arrived at the station at about 8:00 P.M. and Agent Ellsworth returned the message which he had encoded over to Agent [REDACTED] who was operating the radio transmitting set. There were other Federal Agents present at the time; that shortly thereafter Agent [REDACTED] turned over a coded message which he said had been received from Station ACR; that with the assistance of Agent Ellsworth he tried to decode the said message but was unable to do so.

Agent [REDACTED] then still in contact with Station ACR, about 8:45 P.M., sent the coded message which he, Sebold, and Agent Ellsworth had prepared.

SEBOLD will further testify that the Federal Agent, or Agents, operating the Federal Bureau of Investigation radio station, above mentioned, or present at the station, maintained a Log of the sequence of all activities, including the sending and receiving of messages and the intervening conversation. Agent Ellsworth handled the coding and decoding of most of the messages and also acted as a contact between the Federal Bureau of Investigation Radio Station and himself. Agent Ellsworth also maintained a record of all messages sent and received, including the coding, encoding and translations thereof. In all cases except those messages dealing with the operation of the station, all routine messages, such as weather reports, he, Sebold, discussed the contents and formulation of the message with Agent Ellsworth and when possible he was present and assisted Agent Ellsworth in coding messages to be sent to ACR, and decoding messages received from ACR, and accompanied him to the radio station, and was only absent when an occasion arose where he was to meet one or more of the defendants.

On May 24,  
1940.

SEBOLD will testify that he received a letter from Roeder addressed to Harry Sawyer at P.O. Box 574, Grand Central Annex, New York. This was written on Sperry Gyroscope Company, Inc. stationery, postmarked at Brooklyn, N.Y. May 24, 1940, and read as follows:-



65-1819

Thursday.

Dear Harry,

I'll meet Bill on Monday as requested.

Carr."

(Exhibit 1A13-65, 66.

Q57, 58.

Serial #1237-P.4)

May 25,  
1940.

SEBOLD will testify from his notes

(1A19 - 13)

that he went to Lilly Stein's apartment about 2:05 P.M.,

(S.1227-P.12)

where he met her. She was very depressed about money matters, and stated that she had heard nothing from the other side. He told her that he was very busy then in keeping in touch with the other side by radio, and that he would be unable to meet her regularly each Saturday afternoon as he had been doing in the past. He told her that in case she had something she wanted to transmit to the other side, that she should communicate with him by letter to his post office box, #574, Grand Central Annex; that in case he desired to contact her, he would communicate with her by mail or by telephone. He then asked her if she had any contacts on the west coast, as he might find it necessary to contact someone there. She stated that she did not know anyone on the west coast and he asked her if ELSE could help out. She stated that she did not know for sure, but that she would be glad to try and arrange an afternoon coffee meeting with Else for him; that he could take the matter up with her. He then asked her how she came to meet Else, and she stated that she was sent to Else by the authorities in Germany and she was instructed to give Else something. He asked her if this "something" was money which she had previously mentioned which was to be given to JIM and she replied, "Maybe". However, she stated that ELSE was very scared then since she had taken out her citizenship papers.

65-1819

He then asked her about VON WEGENER. She stated that she had met him as CAPTAIN WEGENER through some people in Vienna, and that he had her come to Hamburg where his headquarters were located; that he is the man who started her out in this business. She stated that he is HEINRICH SORAU'S superior. She also stated that he is a prominent German official, and that Von Wegener is probably an assumed name; that he was a big game hunter in South Africa. She had no idea whether or not he was then in America. She described Von Wegener as being 40 to 45 years old, with a full blonde head of hair; that he wore glasses and was of medium build. She stated that she knew of two brothers by the name of [REDACTED] out of Vienna, who were probably being watched by the United States Secret Service. She asked him, Sebald, to go to them and tell them that they were being watched. She could not give him any address or any other information, stating that she had overheard this matter in cafe society. b7C

She stated that it was a well known fact that the United States would go to war before October. He asked her where she had learned this, and she said that she had overheard a conversation in which such a statement was made. She then asked him to radio the other side that she was badly in need of money. She further stated that in the next letter that she wrote to the other side she intended to ask them to transfer her to the west coast as she believed there were more opportunities there.

(S. 1227 - P. 12)

He accompanied Agent Ellsworth to the radio station, and there Special Agent [REDACTED] turned over to them Radio Message #3, which was in code, and which he stated was received from Station AOR. This message, when decoded, was in German, and when translated, read as follows:- b7C

" May 25, 1940  
21 10 P.M. 260 Letters Message Number Three.

The money is for Roeder. He should finally deliver something. Clear Text, (code) presently impossible. Friend Gut, he knows with explanation. We are prepared to receive daily from 17 - 19 (5 - 7 P.M.) o'clock E.S.T. G.B.H. (Good Bye H.) "

65-1819

May 27,  
1940

SEBOLD will testify from his notes,

(Exhibit 1A13-22)

that he met ROEDER at about 8:00 P.M. near his, Sebold's, residence, 144 Washington Street, Hempstead. He told Roeder that he had received news from the other side, and that he had established a permanent contact aboard the S.S. MANHATTAN. He gave Roeder the \$240 which he had previously received from Agent Ellsworth, and of which he noted the serial numbers and description, and ascertained it to be the same money he had received from FRANZ STIGLER, telling him that he obtained this money from another Division of the German Espionage System, especially for him. ROEDER accepted the money and gave him a receipt, which reads as follows:

"Received \$240 on account. May 27, 1940. Carr."

SEBOLD will identify this receipt.

(Exhibit 1A13-67.  
Q. 56).

b7c  
ROEDER indicated some surprise that he gave him this money, and told him that he should keep the money for himself, however, he told him that the money was for him and that the other side expected material in return. He asked him 'how about the materials' which he claimed to have stored up. Roeder said that he had destroyed them. He, however, promised to have the materials ready for him on the evening of Wednesday, June 5, 1940. He then took him for a drive in his car. Roeder asked if he had heard about two German fellows being arrested at the GRUMMAN airplane plant. He told Roeder that he had not. Nothing more was said about this. He then asked Roeder if he was acquainted with [redacted] and [redacted] who were supposed to have worked at Sperry's. Roeder said that he did not know them. However, he stated that he used to know a man by the name of [redacted] who was employed by the AMTORG TRADING CORPORATION. This fellow approached him, Roeder, about two years before and had asked him questions about his work at Sperry's; that he had dinner

65-1819

b7c  
with him on several occasions, and also notified the other side about him. The other side advised him to go ahead and develop the contact with [REDACTED] however, [REDACTED] never actually told him exactly what he wanted, and nothing developed from this contact.

ROEDER then drove him, Sebald, to the Harvey Restaurant on Highway #25, where they had dinner together. He suggested to Roeder that he try to get the new bomb sight from Sperry's but Roeder said that it would be impossible because the bomb sight was guarded too well, however, he said that he might possibly get a diagram of the Lockheed Bomber which would show the location of machine guns, radio outfit, and bomb releases.

While they were driving around, Roeder produced a .357 Magnum revolver, stating that if he ever killed a man, he intended to do a real job on him. Roeder then asked him about the radio, and he told Roeder that he should forget about the radio because he now had a contact by steamship and indicated that the radio was out of the picture. He did this because Roeder was well versed in radio equipment, and he did not want him to ask too many questions about it or to attempt to locate the station.

Roeder returned him to a spot in Hempstead near his home and let him out.

(S. 1237 - P. 5)

SEBOLD will further testify that subsequently that evening he met Agent Ellsworth, who had in his possession Radio Message #2, which he stated had been received from Station ACR. This message read as follows:-

65-1819

"May 27, 1940. 12:16 PM 260 letters. Message #2.

Send only two times per week. We are prepared to receive and send daily. Furnish days you expect to send. For your security also send at other times. We are prepared 7 a.m. 1 and 5 p.m. Call signal only 3 letters no CQ. Furnish frequency outside amateur band."

(S. 1266 - P. 24).

May 28,  
1940.

SEBOLD will further testify that with Agent Ellsworth's assistance he wrote out and encoded the following messages to be transmitted over the radio station:

"May 28, 1940. 1:00 PM. 100 letters. Message #2.

Gave money to Roeder x x He will deliver in ten days x x Stein says must have money quick x x my own money also getting low x x ."

Also Message #3, which read as follows:-

"May 28, 1940. 5:00 PM. 240 letters. Message #3.

Your signal very weak. Can you improve it. I will send Tuesdays and Thursdays one and five PM EST. Will listen daily except Saturday night and Sunday. Saturday 12 noon OK. Will furnish new frequency etc. later."

b7c That these messages were encoded and turned over to Special Agent [REDACTED] for transmission to Station AOR.

(S. 1266 - P. 27 and 28).

65-1819

May 29,  
1940.

SEBOLD will testify from his notes

(Exhibit 143 - 18)

that at about 2:00 P.M. after meeting DUQUESNE at 84 West Broadway, he proceeded to the New Jersey ferry slip at the foot of Chambers Street, and Duquesne followed behind him.

They met again on the ferry and took one round trip across the river. Duquesne handed him two magazines, one entitled "AVIATION", for April, 1940, and the other, "CANADIAN AVIATION" for May, 1940. He asked him to photograph the pages which he had marked, stating that he wanted to send the photographs to Germany on the S.S. MANHATTAN on her next trip. He advised Duquesne that he was then very busy operating the radio and that he would not be able to meet him regularly on Wednesday afternoons as he had been doing in the past; that he, Duquesne, should communicate with him by mail if he desired an appointment and if he desired to send any information to Germany; that he would meet him, Duquesne, in the future, in urgent cases. This seemed to please Duquesne. He then gave to him, Sebold, his new address as "SECURITIES SERVICE, Wall Towers, 70 Pine Street, New York City."

Duquesne then asked him to send the following messages to Germany by radio. He wrote these messages out as they were dictated.

(S. 1263 - P. 26)

" Rolls Royce have engine designed to go in the wings flat like meat in a sandwich. Lycoming have one also. I sent blueprints by China.

Allies ordered additional 10,000 machine guns, motorcycles, side cars. U.S. Intelligence getting news through [redacted] in Vatican. Priest working for Catholic information. 67C

65-1819

**"Message Number Four.**

Buqa reports SS Champlain leaves here today with munition cargo. Is passenger liner armed anti-sub air. Will pick up convoy Bermuda bound Cherbourg. May carry French Purchase Comm. Greetings. "

(S. 1266 - P. 35).

**Message Number Five read as follows:**

"May 31            1:00            220 letters    Msg. #5

Duqn says Rolls Royce have engine to fit flat in wings. Lycoming also. Sent blue prints via China. Allies ordered ten thousand mach. guns motorcycles side cars. USA gets new thru [redacted] in Vatican. Cath. Priest works for information. "

(S. 1266 - P. 37).

Special Agent [redacted] turned over Message #6, which he stated was received from Station AGR. This message, when decoded, was in German, and when translated, read as follows:-

"Need urgently from all friends monthly production of airplanes factories. Export to all countries especially to England and France. Number, type, date of delivery. By steamer or air. Armature and armament. Payment cash and carry or credit, etc. Stop. [redacted] had \$200 for you. Nothing for Stein. Greetings."

(S. 1266 - P. 36).

June 1,    SEBOLD will testify from his notes  
1940.

(Exhibit 1A10-4)

that he went to HERMAN LANG'S residence in Glendale, Long Island about 9:00 A.M. and was told by Lang's wife that he would not be back for two or three hours. He left, and returned about 12:00 Noon. Lang still appeared to be very unfriendly. He handed Lang a piece of paper on which he had written out, in his own handwriting, a copy of the message received from Germany which read:

65-1819

"Lang knows Rantsau. If he feels secure he may remain. If not, he should return at Rantsau's expense. A good position for him here is securely established."

b7C  
LANG read this and handed it back. Lang then asked him to name somebody from the other side. He gave him the name of [REDACTED] which Lang did not know. He then gave him the name of HENRY SORAU. Lang stated that he remembered hearing that name in the German Consulate in New York. He then asked Lang for a description of Rantsau and Lang described him in such a way that he, Sebold, believed that it was Dr. Renken in Hamburg who was the man that gave him, Sebold, Lang's address and the message, and requested that he contact Lang upon arrival in the United States. He told Lang that he believed that Rantsau was the man that he knew as Renken but Lang did not recognize that name. Lang asked him to secure one more name out of Berlin as he was not sure that he came from Germany. He could not give him this name, and Lang asked him to write to the other side and secure such a name as well as other proof that he represented the right people. Lang then stated that he would like to return to Germany and requested that he, Sebold, radio the other side and ask them which route he should take. He stated, however, that his wife could not stand a hard trip by way of Japan and Russia. He suggested to Lang that he might be able to get through by way of Mexico. Lang thought that was a good idea. He left Lang, telling him that he would return with further information as soon as it arrived from Germany.

(S. 1401 - P. 4)

SEBOLD will further testify that he received, addressed to himself as HARRY SAWYER, P.O. Box 574, Grand Central Annex, New York, a letter postmarked in New York, N.Y., May 29, 1940. This letter was in German, and when translated read as follows:-



65-1819

May 29, 1940

Dear Harry,

If it is at all possible for you I would be very happy if you could keep our usual rendezvous. I would like to speak with you about something. I am now absolutely terribly unhappy. If I don't hear anything from you, until we meet again,

Heartily,

L.

(S. 1283 -- P. 6)  
 (Exhibit 1A19-55 and 56.)  
 (Q. 59 and 60.)

He will testify from his notes

(1A19-13)

that upon receiving the letter he immediately telephoned to her, and then proceeded to her residence which he entered at about 2:30 P.M. She told him that she had met a man who is the son of the Ex-President of Panama, and that this man told her that America would not go to war. She also said that she knows the mother of [REDACTED] the movie actress, and that she has some connections with some French people in Detroit from whom she might get something. b7c

She talked again about her money troubles and said that her agreement with the other side was that she was to receive \$150 per month; that she received \$200 in January and \$200 at the end of March and that she was promised in the last letter that Germany that she would receive \$300 by the end of April. He told her that he had received a message from the other side, stating that she had already received more money than agreed and would be paid in three weeks. She asked him to radio the other side; that she absolutely had to have money, and that they should make an exception by sending her \$200 as she was destitute.

65-1819

He will testify further that he had previously copied off on a piece of paper the message which had been received from Germany on May 31, 1940 and which read as follows:-

" Need urgently from all friends monthly production of airplane factories. Export to all countries especially England and France. Number, type, date of delivery. By steamer or air. Armature and armament. Payment cash and carry or credit, etc. Stop."

That he handed her this message, and she said that she might be able to get such information, and that she would notify him.

June 2,  
1940.

Sebold will testify that he mailed to FREDERICK DUQUESNE the following copy of the message which was received on May 31, 1940:-

" June 2, 1940.

I received the following,

'Need urgently from all friends montly production of airplanes factories, exportto all countries especially to England and France. Number, type, date of delivery, by steamer or air. Armature and armament. Payment cash and carry, credit, etc. '

Harry. "

(Exhibit 1A3 - 224).

June 3,  
1940.

Sebold will testify that with the assistance of Special Agent Ellsworth, he wrote out and encoded the following message which was turned over to Special Agent [REDACTED] at the radio station for transmission to Station [REDACTED] b7c

65-1819

"June 3 1 PM 120 letters Msg. No. 6  
 Morrow 6 PM look for me between 14490 and 14500 KC.  
 If no contact in 15 minutes look in present frequency.  
 Will use only letters SHE."

(S. 1266 - P. 39).

That subsequently Agent [REDACTED] turned over a message in code which he stated was received from Station AOR and which, when decoded by himself and Agent Ellsworth, read as follows:

b7c

"June 3 Time 18:00 100 letters Message No. 7.

Thanks for reports. Observe Normandie. Stop. Use for calling only last three letters not W two for your safety."

(S. 1266 - P. 40)

June 4,  
 1940.

That he received at his Hempstead, Long Island, address an envelope postmarked New York, June 3, 1940, which contained a slip of paper on which was typed the word "Send" and a news clipping of Washington, May 15, A.P., date line captioned, "U.S. has 303 war ships, 2,665 planes and an army of 227,000."

(S. 1466 - P. 19)  
 (Exhibits 1A3-229, 231, 233,  
 235 to 238).  
 (Q. 64, 65 and 66.)

He will also testify that on the same date, with the assistance of Special Agent Ellsworth, he wrote out and encoded the following messages for transmission to Station AOR:

65-1819

"June 4 6 P.M. 180 letters Message No. 7

I have no connections airplane industry yet.  
Have no steady job. Lang still doubts.  
Wants another name from Berlin. More directions how to return Germany and more proof he is dealing with right people."

"Message No. 8.

Gave friends msg plane production etc. Duqn asks did you get U S army gas mask and mustard gannister be sent on Conte Savoia and Rex. Stein says getting new contacts but must have money at once as she is destitute. Greetings".

(S. 1401 - P. 5)

(S. 1266 - P. 42).

June 5,  
1940.

Sebold will testify that he received through the mail a letter at his Hempstead address postmarked New York, June 4, 1940, which bore return address, which he accidentally tore away, the remaining part of which is:

" & Dalton adway and York".

This envelope contained a note on which was hand-printed the words:

" Quick. Three prints"

and a U.S. Patent Number 2185633, entitled, "Sighting apparatus for use on aircraft".

He decided this letter and the one received on June 4th were from Duquesne, which he subsequently confirmed when talking to Duquesne.

65-1819

He will further testify from his notes

(1A13 - 22)

that EVERETT ROEDER met him on the corner near his residence in Hempstead, L.I., 144 Washington Street, at about 8:00 P.M.; that he handed Roeder a copy of the message which he had received in the letter brought from Europe by Siegler, which letter contained a typewritten list of twelve items, typed on onion skin paper. This list is as follows:-

1. Development as to the exact determination of horizon for astronomical observation, blind flying, bombing and automatic pilot.
2. Details regarding automatic pilot.
3. Remote-controls in bombing.
4. Balancing of gyros in manufacturing.
5. How many of the different types are being manufactured monthly and which is the monthly capacity.
6. Bomb-sight.
7. Details abt. latest predictor.
8. Listening devices.
9. Search-lights.
10. Altitude cabins.
11. Details abt. range-finders as concerns combinations with ultra violet or ultra red rays or ultra short waves.
12. Details abt. latest radio (wt) and direction finding instruments.

He also told Roeder that the other side desired information concerning monthly production of airplane factories, exports to all countries, especially England and France, number, type, and date of delivery of said airplanes and whether by steamer or air, whether payment in cash and carry or credit, and so forth.

(S. 1434 - P. 10)  
(Exhibit 1A13-69 and 82).

ROEDER also turned over the following letter, (Exhibit 1a13-69), as set out above.

Dear Doctor:

Taking up the questions asked in your letter transmitted to me by Sawyer, in numerical order:

1- The method of operation described is known here, and has been tested with some success on large objectives. At a predetermined altitude the flight is made along a beam. A cross beam is intercepted at a certain point in flight and the missile dropped at that time. The experiments here have been made with standard types of airport equipment, using the fan markers to operate signal circuits. Because of inherent broadness of any beam and the large area covered by the lobes of the fan marker signals any great accuracy is not possible. Standard types of light indicators operated by the fan markers have been used, with releases tripped by the signal. The beam receivers were ordinary direction finders as made by Lear, Sperry, Airplane and Marine and others. It was found that false signals could be transmitted that would completely upset the entire mission. It \*\* is not known if the concern mentioned is perfecting the system or is contemplating selling it as described.

2- The concern mentioned is not known here by anyone contacted to date.

3- Have been unable as yet to learn anything of the Professor mentioned. The college is unknown.

5- The photo-electric cell application which you mention has been the subject of some discussion in the "popular" type of so-called scientific publications here. I have, however, been unable to find anyone who knew anything about any actual experimental use of such a device.

4- No other information concerning A. A. guns is available at present except that the 37MM gun is an exact copy of that used by the French, in A.A., Anti-Tank and aircraft cannon. Other types are not new so far as I have been able to find out.

6- Copy asked for will be sent.

7- Expect some substantial data on new types very shortly.

65-1819

8- Have feelers out for this data, but have nothing definite as yet. This is out of my line and not readily available.

9-10 Nothing known

11- The type of tank mentioned has been used with varying success. The Lockheed Hudson has none. Martin and Grumman have tanks which are made by spraying the inside with successive layers of latex and rubber gum in solvent, from thirty to fifty layers are so applied, and a final inside coating of a harder synthetic resin is sprayed on as protection. When these alternate layers are punctured, the softer latex coating swells in successive layers thru action of the fuel, sealing the puncture with slight loss. The seal is not perfect, and the tanks must be replaced as soon as possible

12- Nothing known.

13- These were obtained, but were not sent. See Sawyer's report. New copies will be obtained.

14- See above.

New Material:

Sawyer's report will tell you why nothing other than the above is available at this moment. There are a number of sheets of data that were destroyed which can, and will be, replaced, but it only a week since operations were resumed and this will take a little time. There is additional new data which can be obtained if communication channels and funds are again available.

Best wishes

CARR

65-1819

June 6,  
1940.

Upon his return he realized that he had left the copy of the message which he had Roeder read with him. Therefore, on the following day, June 6th, he wrote the following letter to Roeder:

"

June 6, 1940.

Dear Mr. Roeder,

I left a letter with you last night. You know one with the instructions. Please return same by mail because I need it somewhere else.

Yours,

Bill."

(Exhibit 1A13 - 71)  
S. 1434 - P. 10)

Further, on the same day he received a telegram from Duquesne, which read as follows:-

"

New York, N. Y.

W. Sebold  
Care [redacted] b7C  
144 Washington Street  
Hempstead N Co N.Y.

Letter examined address Room 805 Champlain  
This morning four others also Elezabeth taking provisions

Jim "

(Exhibit 1A3-225).

He also received on the same day a letter from LILLY STEIN, which read as follows:-



65-1819

June 5, 1940

Dear Harry,

I am sorry that I still have received no communication. Please S.O.S. our friends urgently for help. My uncle died Monday. Please come as usual.

Heartily,

L.

This letter was written in German, and it was addressed to Harry Sawyer, P.O. Box 574, Grand Central Annex, New York City.

(Exhibit 1419 - 51 and 52.

Q. 62 and 63.

S. 1417 - P. 4 ).

He will further testify that with the assistance of Special Agent Ellsworth he prepared Message #9 for transmission to Station ACR.

"June 6 6 P.M. 320 letters Message No. 9.

Too dangerous to send from here outside amateur band tomorrow I return to your frequency. I will change frequency every few days between 14300 and 14400 KC. Your frequency OK. You send first. I will answer with V and three call letters. You send time 5 or 6 PM for next day. I will OK but won't repeat time. Due personal matters I can't be on air Saturdays or Sundays."

(S. 1446 - P. 6)

65-1819

June 7,  
1940.

SEBOLD will further testify that he discussed with Agent Ellsworth the following message, which was then in code, for transmission to Station ACR:

"June 7 6 PM 100 letters Message #10.

Jim reports Champlain sailed today. Also four other ships. SS. Elizabeth taking provisions. Greetings. Hugo H. "

This, with Message #9, was turned over to Special Agent [REDACTED] for transmission.

b7C  
L  
On the same evening Message #8 was turned over by Special Agent [REDACTED] who received it from Station ACR. With the assistance of Special Agent Ellsworth, who decoded this message, which was in German and when translated read as follows:-

"June 7 13:30 o'clock 160 letters Msg. No.8

Lang's answer follows next week. Both Damm's (Duquesne) deliveries have not arrived. Lilly's money is on the way. Your password for [REDACTED] b7C  
He lived in Genoa in the Hotel Helvetia. Goodbye old boy."

(S. 1446 - P. 4)

June 8,  
1940.

SEBOLD will testify from his notes

(Exhibit 1A19-13)

that he went to Lilly Stein's apartment at about 2 P.M.; that she immediately produced a letter addressed to her which was postmarked at Detroit, Michigan, June 7th. This letter concerns technical information in the aviation industry, particularly with reference to Diesel motors, and is signed HEINRICH by typewriter. She stated that she was very surprised to receive such a letter; that she had no idea who sent it or what she should do with it.

65-1819

She suggested that it was probably meant for him, Sebald, to be sent to the other side. He read it, and it appeared to him, based on his experiences with Diesel motors, to be very good information. She turned the letter over to him, which was contained in an envelope, addressed as follows:

"Miss  
Lilly Stein  
127 East 54th Street  
New-York. City"

The letter was as follows:-

"  
Development of Diesel engines.

June 5th. 40.

Diesel engines for Aircraft are not very far advanced. Outstanding Pioneers are the S.A. Guibersen, Dallas, Texas, who are planning to build a 7 cylinder radial aircooled Engine and the Lawrence Engineering Co. Linden New Jersey who are working on the same principle. Neither of the 2 firms are as yet on a manufacturing scale, but rather in the experimental stages. Practically all Aircraft manufacturers, are relying on the radial aircooled engines, both, single row from 5 to 7 cylinders and double row from 7 to 9, viz. 14 to 18 cylinders. Pratt and Whitney Aircraft, Division of United Aircraft Corp. East Hartford, Conn., supply their motors to the following makers of Aeroplanes: "Grumman, Lockheeds, Bellanca, Waco, Howard, Stinson, Beechcraft, Spartan and Barkley Grow.

The exception in the Engine building industry is made by General Motors, who make in their big plant in Indianapolis the new 24 Cylinder liquid cooled 1200 HP. engine. It is made of 2 banks of twinx motors mounted on one aluminum crankcase in V shape. It develops 1200 HP and weighs less than 1 lb. per HP. The engine is no doubt the sensation of the industry. It is used in the Airacobra made by the Bell Aircraft Corporation which carries the number XP39. This plane will operate efficiently at 36000 feet, has a cruising speed of better than 400 miles has a landing speed of 68 miles and an operating range of 1800 miles. This ship is also called the Killer.

\*\*\*\*\*

65-1819

**\*Vaporlock.**

Vaporlock difficulties have been overcome by means of a hydraulic fuel system. The idea is, no longer to depend on a motor driven pump with its possible deficiencies. There are several makes on the market, but it seems the Pesco Hydraulic fuel system is the best. It is made by the Pump Engineering Service Corporation of Cleveland, O. Division of Borg Warner Corporation, 1291e, Taft Ave. It contains a hydraulic pump to create the required pressure, a storage tank that provides a constant available source of hydraulic fluid (1 liter) and prevents the admission of airbubbles into the hydraulic lines; a hydraulic motor located near the fuel tanks that transforms hydraulic energy into mechanical motion to operate a fuel pump, this pump coupled to this motor, embodies an adjustable pressure relief valve to control fuel flow according to desired discharge pressure and finally a selector valve, providing flow from one of several inlet lines to a common discharge line.

\*\*\*\*\*

**Propellers:**

Propellers for the big ship are practically all 3 blade Aluminum-Alloy type. These propellers are forged to very close limits so as to require very little finishing. They are practically all of the fast feathering type; pitch control in either electrical or by oil pressure. Propellers for small aircraft are made of wood, aluminum alloy and also of steel, they are almost exclusively of 2 blade-type. Training planes for Army pilots are also of 2 blade propeller type. Largest makers, equipped to manufacture high grade propellers in large quantities are the Hamilton Standard Propeller Plant in East Hartford Conn. and Curtiss Electric Propellers made by Curtiss Propeller Div. Clifton, N.J.

\*\*\*\*\*

second sheet Auxiliary motors.

65-1819

"Auxiliary motors are preferred and in use on the bigger ships. I have seen 2 different types. One is a single cylinder aircooled gasoline engine, 2 cycle motor developping 4 HP. at a constant speed of 4000 rpm this is made by the Lawrence Engineering Corporation at Linden NJ. They have Government orders so it is evident they are being used on Navy and Army planes. The other motor is a 2 Cylinder Boxer motor also delivering 4 HP. at 4000 rpm, aircooled and gasoline driven. This motor is made by the Bendix Products Div. of the Bendix Aviation Corporation South Bend, Indiana. So far I have not been able to determine which type auxiliary motor is used in which particular type ship.

According to the best information I have been able to obtain so far the Dinamos are coupled direct to the Aircengine and the auxiliary motors are mainly used to furnish power for booster coils, radio equipment and to operate landing gear and tail wheel and flaps, also for single voltage DC generators and dynamotors. Bendix auxiliary motor used on Boeing 307 Stratoliner.

\*\*\*\*\*

Landing gear, flaps and tail wheel retracting apparatus is electrically controlled on some types, the majority uses however pneumatic force.

\*\*\*\*\*

Heinrich. "

(S. 1417-P.6, 7,  
and 8.)

65-1819

STEIN said that she knew no one in Detroit and cannot understand how it was sent to her. She said that [REDACTED] was coming from Washington, D.C. to see her the following Monday; that he was not going back to Germany but was going to South America. b7C

She said that she had a distant relative who was taking a trip to California; that she would like to go along with him, and requested that he, SEBOLD, communicate by radio with Germany and ask permission for her to make the trip to ascertain if she could do anything in the way of their work on the west coast for a couple of months.

He told her that he had received a message that her money was on the way. She requested that he meet her every Saturday afternoon at 2:00 P.M., at least for a while.

(Exhibits 1A8-2 and 4).  
(Q 85 and 86.)

June 10,  
1940.

He will further testify that he received a letter, addressed to himself as HARRY SAWYER, Box 574, Grand Central Annex, postmarked New York, June 8, 1940, at 8:30 P.M. Following is the letter:-

"  
Dear Harry,

Here is the sheet you asked for. Instead of making it Thursday I will see you Friday, June 14. I have to attend a business affair on Thursday.

Garr."

(Exhibits 1A13-80 and 81.  
Q 67 and 68,  
S. 1434 - P. 10.)

65-1819

June 11,  
1940.

SEBOLD will testify from his notes

(Exhibit 1A 19 - 13)

that he recalled that at that last meeting he had with LILLY STEIN, she stated that her telephone was to be "cut off" unless she paid the bill.

In discussing this matter with Agent Ellsworth they decided that it would be better to lend her some money in order that she might pay her telephone bill rather than to have it disconnected. Accordingly at 10:05 A.M. he telephoned her at her apartment and suggested to her that it would be a bad thing for her telephone to be cut off as he would then be delayed in making contacts with her. He asked her how much her bill was and she told him \$35.98. He arranged to meet her at 3:00 P.M. and to pay the bill for her.

Accordingly \$35.00 of the money which he had received in Germany was given to him by Agent Ellsworth and he went to her apartment, 127 West 54th Street, at the appointed time at which time she handed him her telephone bill, and asked him to mail her a receipt. She asked him if he had gotten any money and he told her that he had not as yet but the MANHATTAN was in and there might be more money on it. She asked him if any money came for her to immediately telephone her.

He then went to the Telephone Office, 293 Madison Avenue, meeting Agent Ellsworth enroute where he paid the said telephone bill.

(S. 1417 - P. 14)

He will also testify that at 1:00 P.M. he received a telegram from ERWIN SIEGLER, P. O. Box 865, Church Street Annex, which read as follows:-

"WKA 30 A270CC 5 L 5 WK New York, NY 937A Jun 11 1940

HARRY SAWYER BOX 865 CHURCH ST NEWYORK N

MEET YOU TONIGHT FIVE O'CLOCK

-102 A "

(Exhibit 1A14 - 25)

65-1819

Accordingly, after paying LILLY STEIN'S bill, he went to Columbus Circle, in New York City, where he met ERWIN SIEGLER at about 4:50 P.M.

He will testify from his notes

(1A15 - 3)

that upon meeting SIEGLER, Siegler handed him three microphotographs in a piece of note book paper.

(Exhibit 1A14-20, 22 and 27).

One of the microphotographs bore the initial "L", another, "S" and the third, "D". Since these letters were very faint, he marked in heavier letters on the back of these. On the one marked "L" he marked "LS"; on the one marked "S" he marked "H" and on the one marked "D" he marked a larger "D".

SIEGLER stated that he was told that these microphotographs were for him, Sebold, for the Jewish girl and for DUNN. He will further testify that he handed Siegler the microphotographs which he and Agent Ellsworth made of the magazine articles contained in the magazines, "AVIATION" and "CANADIAN AVIATION" as well as of the photographs of the bomb sight patent, all of which items were handed to him by Duquesne for photographing.

He asked Siegler to mail these microphotographs upon arrival of the MANHATTAN in Lisbon, Portugal. Siegler stated that he expected the boat to leave on the following Saturday for Portugal. He gave Siegler the address of [REDACTED] Coimbra, which was as follows:-

[REDACTED]  
Albuquerque  
Coimbra, Portugal".

b7c  
He asked SIEGLER if he had received any money to be delivered on this side. He stated that when he arrived in Genoa he received a cablegram to meet some individual at the Columbus Monument in Genoa. He went to this monument and was approached by a man whose name he never learned. He described this man as about 50 - 55 years of age, tall and slender, long face, slightly crooked nose, did not wear glasses. Sebold will testify that the description of this man somewhat fits that of the MR. MEYER whom he met at the Klonstock Pension in Hamburg and who was the man who paid the money to [REDACTED] and the others who lived there..



65-1819

He asked SIEGLER why he did not meet this man at a hotel. Siegler stated that all of the hotels in Genoa were filled to overflowing; that this man said to tell him, SEBOLD, that all of his letters had been received; that, however, the coded letters could not be read until the radio got into operation and the code was clarified; that the radio signals were very clear over there; that it was impossible to furnish him with a plain English or German language code; that he, Sebold, should not be afraid to send in code, and should not be so afraid of being detected as the Americans would never "catch up" to him; that the man also said to tell him that money was coming over for him through a man named [REDACTED] who had a South African passport, and who was born in South Africa; that [REDACTED] was on his way to Canada; that the man further told him, Siegler, that [REDACTED] would probably get on board the MANHATTAN; that if he did, he had instructions to go to the kitchen, locate him, SIEGLER, and give him the password, Klepetock Strasse, however, Siegler stated that no one approached him and gave him such password.

Siegler claimed to have asked the man why he could not bring over money for SEBOLD, and the man said that the arrangement had already been made through [REDACTED] to take care of the matter. This man handed him, Siegler, the three microphotographs above referred to, and told him to tell him, Sebold, to give his photographs a little more time, that is, to expose them a little longer.

b7c He asked Siegler what kind of a trip he had and whether he had been watched. Siegler said that the trip was uneventful, and that he was not watched by anyone and that apparently there were no suspicions attached to him at all. He suggested to Siegler that perhaps [REDACTED] was coming on some other boat than the Manhattan out of Genoa, and located the names of some boats in the newspaper which he was carrying. Among them was the EXCAMBION. Siegler stated that the Chief Steward on that particular boat, by the name of DOLD was connected with the German Espionage Marine Division and that AUFGUG (STIGLER) knew him. He asked Siegler if Aufzug brought over any money on that trip. Siegler claimed not to know whether he had anything or not. He did say that Aufzug's wife met him at Genoa on that trip.

He questioned Siegler about his connections in the United States. Siegler said that he had no relatives here, and that he is not married.

They arranged to meet again on Friday, June 14, at 5:00 P.M. at Columbus Circle. The microphotographs turned over by SIEGLER read as follows:-

"

1. New USA 9 on AA-Gun

Send photos and get as many technical details as possible about exact calibre, length of barrel in calibres, initial velocity, horizontal and vertical range, elevation diopter, number of rounds per minute, feed mechanism, mounting and maneuvering, weight in fire position and traveling position, weight of cartridge and projectile, kind of ignition used.

2.

Get as many details as possible about; Delivery of planes, motors, accessories, AA and aircraft instruments as well as AA ammunition to the western powers.

- a. What has hitherto been delivered? State types.
- b. Present deliveries. State types.
- c. Which orders have been given and will be given? When does delivery begin and when does it end?
- d. In which European or African ports are the deliveries landed?
- e. Which parts of planes are American made and which European made (MG, instruments, wireless, etc.)? Where are they mounted, in USA or in Europe or Africa?
- f. Any delays in delivery or shipment.
- g. Since when do Curtiss deliver the P40 P42 and P46 fighters which were lately ordered by the western powers to replace P36 fighter hitherto ordered by France?
- h. Confirmation wanted of order and/or delivery of Boeing B-17 (4-motor bomber) by/to France.

3.

Give details about present actual production and highest capacity, number of workers with number of shifts and floor space of following works:

65-1819

Bell Aircraft Corp. Buffalo, N.Y.;  
 Bellanca Aircraft Corp., New Castle, Del.  
 Boeing Aircraft Co., Seattle, Wash.;  
 Brewster Aeronautic Corp., Long Island, N.Y.--  
 Newark, N.J.  
 Beech Aircraft Co., Wichita, Kans.;  
 Consolidated Aircraft Corp., San Diego, Calif.;  
 Curtiss Airplane and Motor Co., Buffalo, N.Y.;  
 Curtiss Wright Airplane Co., Robertson, Mo.;  
 Douglas Aircraft Co., Santa Monica, Calif.  
 (Inschl. El Segundo, Inglewood ? d)  
 Fairchild Aircraft Corp., Hagerstown, Md.;  
 Grumman Aircraft Engineering Corp., Beth Page,  
 L.I. N.Y.  
 Lockheed Aircraft Corp., Burbank, Calif.  
 Glenn Martin Co., Baltimore, Md.;  
 North American Aviation, Inc., Inglewood, Calif.  
 Republic Aircraft Corp. (Seversky), Farmingdale, N.Y.;  
 Ryan Aeronautic Corp., San Diego, Calif.  
 Stearman Aircraft Corp., Wichita, Kans.  
 Stinson, Wayne, Mich.  
 Vought Sikorsky, Bridgeport, Conn.  
 Vultee, Downey, Calif.,  
 Waco Aircraft Co., Troy, Ohio.

New works under construction:

Northrup, Hawthorne, Calif.;  
 Aviation Manufacturing Corp., (Stinson), Nashville,  
 Tenn.

And the following aircraft motor works:

Allison Engineering Co., Indianapolis, Ind.  
 Pratt and Whitney, East Hartford, Conn.  
 Wright Aeronautical Corp., Paterson, N.J.

and of the work at

Naval Aircraft Factory, Philadelphia, Pa.

65-1819

- "
- A. When making statements about capacity, it is always necessary to mention whether such capacity can be reached.
    - a. Can be reached
      - A. With the presently existing number of works, or
      - B. With the presently existing floor space and machinery when further workers are taken on,
      - C. With the presently existing floor space, when new machinery is installed and further workers taken on, or
      - D. After completion of the new works under construction and the respective installations of machinery and the taking on of further workers
      - E. After deduction of a % of the highest possible number of workers and floor space for the production of civil airplanes
  - B. Always state type and motor (f.i. Douglas B23 or 2-motor-bomber). State P.S. (pferdestaerke, meaning horse power) of motor.
  - C. State all available details about expansion of Aircraft and Motor Works, existing or planned, when installation of machinery is completed and when production can be started.
  - D. If delays or insufficiencies somewhere, give minute details, f.i., insufficient number of (may be muster or roster) skilled workers, machinery, etc. accessories, instruments, etc.
  - E. Are there any signs that the aircraft industry will switch over to building under license, thus restricting their production to some types only, and giving large orders to sub-contractors.
  - F.
    - a. Deliveries and capacity of AA instruments industry. State name of works number of workers and shifts, floor space and types of production.
    - b. Does the US-Army and Air Force supply the Western powers also its AA-Instrument and AA-ammunition.

(S. 1401, P.29,30 and 31).

65-1819

June 12,  
1940.

He will testify from his notes

(Exhibit 1A3 - 18)

that he received the following message

(Exhibit 1A3 - 226)  
(S. 1466 - P. 20)

" NAFL4 23 NT EXTRA -- NEWYORK NY 11

WILLIAM SEBOLD, CARE [REDACTED] 1940 JUN 12 AM 4 15

441 or 144 WASHINGTON ST HEMPSTEAD N CO NY

WOULD LIKE TO MEET YOU SAME FERRY AT 3 OCLOCK  
IMPORTANT MAKE IT IF POSSIBLE BE CAREFUL AND  
DONT HURT YOURSELF -

JIMMY

b7C 3

That he also received a letter addressed to himself  
as Mr. W. Sebold, care of [REDACTED] 441 or 144 Washington  
Street, Hempstead, L.I., which letter was postmarked New  
York, June 11, 1940, 7:00 A.M. In the envelope was the  
following typewritten message on a paper towel:

(S. 1466 - P. 20)

"Some inquiring person opened  
your letter. We must put a  
stop to that.Always Address room 805  
You can call me. Ask if you  
can do some printing. Harry  
is OK. Say nothing about  
anything else. We will meet  
at three on the boat. If I  
do not get there it will be  
because -

I am there at 5.15

Jim. "

(Exhibit 1A3-241, 242 and 243.)  
(Q 74 and 75)

65-1819

He will further testify that he went to the entrance of the Erie Railroad Ferry, at the foot of Chambers Street, about 3:00 P.M. where he shortly thereafter met Duquesne. They entered the ferry together, and rode over on the same to New Jersey, and returned. Duquesne, first of all, asked whether he had any news. He told him that the S.S. MANHATTAN was in but that there was no money on it; that the money was supposed to come by a man named [REDACTED] out of South Africa.

DUQUESNE then stated that he used to know a man by that name in Madagascar.

He then handed Duquesne the microphotograph which he received for him from SIEGLER,

(Exhibit 1A3-245)

b7C  
L  
and also gave him the copies of the bomb sight patent and returned the original patent papers and the magazines, AVIATION and CANADIAN AVIATION which Duquesne had given or sent to him to be photographed. He told Duquesne that he only made one photograph of the magazine articles, and handed those photographs to his friend on the MANHATTAN, together with one copy of the patent, instructing him to mail the same upon arrival of the boat in Portugal to [REDACTED] at Coimbra. Duquesne thought that that was all right. Duquesne said that he would mail his two copies of the bomb sight patent to the other side. Duquesne also stated that the letter which he, SEBOLD, had written to him, setting out the radio message which requested detailed information concerning monthly production of airplane factories and exports, particularly to England and France, had been opened before he received it. He also produced several envelopes of his personal mail, addressed to his office, which he exhibited and which clearly indicated that they had been steamed open and crudely sealed again. Duquesne said that apparently all of his mail was being censored. He also stated that he recently got in a car to take a ride, to Hempstead to see him, Sebold, but that a taxi immediately started following him and followed him for several miles, which caused him to turn around and return to New York.

He stated that in order to avoid having their messages read he wanted to work out a code with the aid of two dictionaries. He explained that each of them would have a dictionary, and that there would be a method of word substitution worked out.

He will further testify that he then gave Duquesne the information set out in the radio messages which had been received from Germany which were to the effect that the other side had received the radio messages and thanked him for his reports and reporting that the two items,

65-1819

namely the gas mask and mustard canister, had not arrived in Germany and to ascertain how he had sent them. He then asked Duquesne how he had sent the gas mask and mustard canister. Duquesne stated that he gave them to the Chief Fireman on the Italian liner, REX, to be sent by way of Catania.

Duquesne said that the microphotographs of the first magazine article which he, Sebold, had given him had been sent by him to Germany by mail. Duquesne then dictated the following messages, which he wrote down in Duquesne's presence:-

" Examine inside of all envelopes, wax and charcoal. (It might be explained that apparently DUQUESNE steams open an envelope, then placed over the inside of the envelope a piece of wax paper and types on the wax paper a message. He then places some dummy material in the envelope and mails it to the other side. They then re-open the envelope and rub charcoal over the inside surface, which brings out the wax impressions.) Two Germans by name of [REDACTED] who were working in the German submarine yard came to the USA with prints of armed coast guard defense cruiser which they say is being built in Germany in large quantities. They are trying, with the help of a patent agent by the name [REDACTED] New York, to sell these plans to the USA Government. (DUQUESNE said that he would send informant a rough sketch of the cruiser.) 94 milk tank wagons are being sent to the Allies, same as are used by milk companies, to be used for fuel transportation. 20 of them went off on the S.S. Champlain. 302 Curtiss pursuit planes in unused condition made for the U. S. Army are turned over to the Allies Purchasing Commission. 1,008 second-hand planes are being furnished. 590 training planes, second hand, have been sent to Canada. Bendix is shipping night bombing planes. Norway Americans are hired by detective agents for return to Norway."

(S. 1466 - P. 23)

Duquesne then called his attention to a newspaper item which appeared on or about June 10th, accompanied by a photograph of a boy. He stated that this boy was an American, and according to the newspaper item, had been killed by a bomb in Germany; that the boy's father was known to him, Duquesne, and used to be engaged in the German Espionage System in America and worked around munition plants.

Duquesne also stated that Walter Winchell, in his Column of June 11th had stated that the "Nazi Paymaster had arrived in New Jersey" and he made several disparaging remarks about Walter Winchell.

Duquesne then said that he would mail to him, Sebold, at his Hempstead address, a lot of material about airplanes which he wanted to go on Friday by the S.S. MANHATTAN.

He also handed Sebold a booklet which he said should be sent to the other side, to be used for propaganda purposes in America. This booklet is #1, entitled "THE PAMPHLETEER" and has on its first page, "Serve Uncle Sam, Knight of the British Empire" by JOHN J. WHITFORD, World Traveler, and "Forum of Public Opinion".

Sebold will identify as similar to the copy which he received from Duquesne

(Exhibit 1A3-213).

June 13, 1940. SEBOLD will testify that he discussed the following messages with Agent Ellsworth for transmission to Station AOR:-

"June 13 5:00 260 letters Msg. No. 11

Got photos from GUT. Manhattan stays here. [REDACTED] did not arrive with money. STEIN wants to go to California for two months with cousin. Asks can she make contacts or work for you there. She got letter from HEINRICH Detroit about airplane motors. How shall I send it and other things I have.

(S. 1446 - P. 13)

That they encoded and turned this message over to Agent [REDACTED] for transmission to Radio Station AOR; that on this same date Radio Message #9 was received and turned over to them by Agent [REDACTED]. The message, when decoded and translated read as follows:-



65-1819

\*June 8 12:06 100 letters Mag. No. 9

Is it true that shipments of provisions have preference over war materials?"

June 14,  
1940.

b7c Sebald will testify that he received at 144 Washington Street, care of [REDACTED] Hempstead, Long Island, New York, a package which bore the return address:

"Suite 805, 60 Wall Tower,  
New York City."

This package was a roll of papers, consisting of the following U. S. Patents:

2,185,545	Propeller Driving Mechanism
2,183,555	Aircraft
Des.118,277	Pursuit Airplane
2,184,260	Linkage System
2,185,160	Device for Actuating the Controls on Aircraft
2,186,344	Oil-Air Separator
2,187,040	Retractable Alighting Gear
2,184,143	Variable Pitch Propeller Mechanism
2,186,229	Engine Starting Mechanism
2,187,295	Airplane
2,185,235	Retractable Landing Gear
Des.118,285	Design for a Monoplane
2,183,586	Fuel Feeding System
2,184,032	Driving Mechanism
2,184,306	Radio Direction Finder
2,185,578	Density Responsive Device
2,184,267	Course Guiding System
2,185,277	Hydraulic Remote Control
2,186,221	Wing Slot
2,184,345	Finned Cylinder
2,184,734	Rocking Dynamic Damper

(S. 1466 - P. 25)  
(Exhibits 1A3-219 and 222)

That on the same day he received a letter at P.O. Box 574, Grand Central Annex, in an envelope addressed to himself and postmarked New York June 13, 1940, written in English, as follows:

65-1819

6.13.40

DEAR HARRY

AM IN A TERRIBLE POSITION, TELEPHONE WAS  
A GREAT HELP, BUT CANNOT GO ON LIKE THIS! &  
I HOPE YOU'LL HAVE LOTS OF GOOD NEWS FOR ME,  
OTHERWISE AM SUNK. --- HAVE SOME NEWS FOR YOU

L."

(S. 1417-P.6)  
(Exhibit 1419-48 and 50)  
(Q.76 and 77).

Further, that he discussed the following message for  
transmission to Station AOR with Agent Ellsworth, which was Message #12.

"

June 14 6:00 400 Letters: Msg. No. 12

I find no proof shipments provisions have prefer-  
ence over war materials. Both shipped in large  
amounts. U.S. Army just traded in eighty more seven  
year old Northrup Bombing planes. Total old  
planes released now 263. Companies resell to Allies.  
Allies bought 600,000 thirty calibre British  
Enfield Rifles 800 French machine guns, mortars,  
ammunition. Delivery through Canada cash and carry.

H.S."

"

(S. 1446 - P. 16)

Agent Ellsworth took this message for purposes of  
encoding and turning over to Agent [redacted] for transmission.

b7c

65-1819

SEBOLD will further testify from his notes

(1A15 - 4)

that he went to Columbus Circle, New York City, and met ERWIN SIEGLER about 5:00 P.M.; that Siegler advised him that the S.S. MANHATTAN was not going to Portugal. They then walked in Central Park, and sat down on a bench where they talked. He asked Siegler what he intended to do. Siegler said that it was not known at that time but that probably he and AUFZUG would remain on the boat because they had chief positions. He then asked him if he knew anyone else who might take the microphotographs to Germany, and suggested DOLD. Siegler said that that was a good idea, and that he would write Dold a letter to get in touch with him, Siegler. He then handed Siegler a microphotographic copy of the letter which he received from ROEDER and which contained the answers to the inquiries set out in the microphotograph which was originally handed to Roeder. He then asked Siegler to also have that microphotograph sent over. Siegler stated that he would do his best to get the materials across, and in case he could not do anything he would let him know about it. He then asked him what he and AUFZUG planned to do in the near future. Siegler said that if the steamship company "lays him off" he would take a job somewhere in the Catskill Mountains, and that Aufzug was going to be very busy with the Marine Division, meaning Marine Espionage Division. He then asked Siegler if it would not be possible to work together with the Marine Division and Siegler said that the other side did not like such an idea and instructed them to keep their activities separated.

He then asked Siegler if the Marine Division had a radio in the United States. Siegler said that he did not know, although he did say that he and AUFZUG own a pilot radio. He asked him if he had ever picked up any message concealed and broadcast from the other side. Siegler said that he personally had not but that perhaps Aufzug had.

b7C He then asked Siegler how he ever became attached to the Aircraft Division in this espionage work. Siegler said that a friend of his by the name of [REDACTED] who used to be on the RELIANCE and later on German boats, wrote him a letter and put him in contact with the "gentleman in Genoa". He asked Siegler what [REDACTED] looked like, and Siegler said that he was a young man, having black hair and with a scar on his face. The description that he gave was similar to the description that BUCQUESNE had given of the man that he mentioned by the name of [REDACTED] and who he stated he had previously contacted and whom he stated used [REDACTED]

65-1819

The description of this man also answers the description of the man who had been referred to a [REDACTED] and from whom DUQUESNE received a letter and who was also referred to by ROEDER and whom Roeder stated he used to meet at the Long Island railroad station in Baldwin. b7C

He then asked Siegler where the cable came from that he received in Genoa which had him meet the man at Columbus Circle. Siegler said that he received the cable on board the boat, and that the cable had been sent in Genoa. He then asked Siegler if he knew the location of the radio station in Germany, and Siegler said that according to AUFZUG the station is located in Hamburg. He then asked Siegler how much pay he got for his services to Hitler. Siegler said that the last time he was paid they gave him \$10 for expenses; that they had tried to get him to take \$20 but he had refused. He stated that his name had been placed on some kind of a list in Kiel, Germany, which list means that the Germans will never "let him down" under any circumstances, and that he will always be taken care of for his services.

During the conversation SIEGLER claimed not to know very much about AUFZUG, however, he was very active. Siegler seemed to feel all right about staying in the United States, and said that the war would be over in a very short time, and that he would be able to go back to Germany and live on his rewards. He stated that while in New York he would live on the boat.

b7C With reference to [REDACTED] Siegler said that he got the scar on his cheek as a result of a cut with a beer glass. He did not know where [REDACTED] was located at that time. Siegler said that there was still another Division besides the Marine Division and the Air Division in the German Espionage System but that he did not know the name of it. He said that AUFZUG knew all about those things. He then promised to write a letter as to when he would next meet him, Sebald.

(S. 1445 - P. 9).

Sebald will further testify from his notes

(Exhibit 1A13-22)

that about 8:00 P.M. EVERETT M. ROEDER met him in his car in Hempstead, Long Island. Roeder immediately asked if he had any news, and he told him that there was nothing on the MANHATTAN but that he expected something on a boat that might arrive in a few days.

65-1819

They then drove on the highway and parked on a side road near a flying field.

ROEDER produced a large blueprint, which he handed to him, and told him that that was a drawing of the wiring in the Lockheed Hudson British Bomber; that it was exactly the same bomber which is furnished to Britain plus certain wires on the drawing which are designated by markings from 01 to 029; that these are used for Sperry purposes only.

In the lower right hand corner of this blueprint there appeared the wording,

"Wiring diagram -- elect.  
Sperry Gyro. Co. No. 169, 278".

It appeared to bear the date, "Feb. 26, 1940."

That he subsequently turned this print over to Agent Ellsworth and photographs were made thereof, which he compared with the original, and identified.

(Exhibit 1A13 - 73).

ROEDER then dictated the following information to him and requested that it be sent to Germany:-

"ON THE STEAMER PASTEUR WHICH SAILS IN A FEW DAYS ARE GOING TEN SETS OF DRAWINGS OF THE NORDEN AND SPERRY BOMBSIGHTS. THESE ARE CONSIGNED TO VICKERS OF LONDON, WHO WILL MANUFACTURE SIGHTS FOR FRENCH AND ENGLISH. THESE SIGHTS ARE BEING RELEASED FOR USE OF ALLIES. VICKERS DETROIT WILL MANUFACTURE THESE SIGHTS AND SPERRY IS GOING TO MAKE 1200 WHILE NORDEN WILL MAKE 1400. IT IS NECESSARY FOR BOTH CONCERNS TO SPEND AT LEAST THREE MONTHS IN TOOLING BEFORE PRODUCTION STARTS IN ANY QUANTITY. THERE IS GREAT ACTIVITY. WORKING HOURS INCREASED. GREAT DEAL RESEARCH WORK GOING ON. A NEW PILOT IS UNDER DEVELOPMENT USING ELECTRICALLY DRIVEN GYROS AND ELECTRICAL SIGNAL PICK OFF WHICH FEEDS THREE INDIVIDUAL SERVOS THROUGH AMPLIFIERS. THESE AMPLIFIERS INTRODUCE RATE SIGNALS UTILIZING FIRST AND SECOND DERIVATIVES. THE SERVOS ARE VERY SIMILAR TO THE ASCANIA RUDDER MACHINE. ALSO THIS PILOT CAN BE USED WITH THE GYROS OF THE BOMBSIGHT. (SIGNED) CARR."

65-1819

(S. 1434 - P. 15)

ROEDER said that in a short time he would take a few weeks' vacation, and would make a trip to Yellowstone National Park with two plant officials from Norden's and that he might be able to develop some valuable information on that trip. He mentioned nothing about money on this meeting nor anything about radio operation.

Roeder then asked what the shortest possible connection was with Germany then, and he told him ten days. They talked a great deal about the war, and Roeder said that England and France were then "yelling" because the United States did not help them; that he recalled on his trip to England that he went to the Opera House where they made comedy of "Uncle Shylock" and seemed to be proud that they had not paid their war debts.

Roeder agreed to meet him a week from Monday, on June 24, 1940.

June 15,  
1940.

Sebold, from his notes,

(Exhibit 1A19-13)

will testify that at about 2:00 P.M. he went to LILLY STEIN'S apartment, where he met and talked with her about thirty minutes.

She asked him if he had any news and if he had received any money. He told her that the money had not arrived, and that she should have patience as he expected it to arrive in a few days. He asked her if she had enough to eat on. She said that she lived on credit. She then handed him a letter which she had received from Detroit. He examined the envelope and found that it was postmarked Detroit, June 11, 1940; 10:00 P.M. and that there was a number "9" after the "1940". She had no idea as to who the party was who was sending her these letters and who signed them by typewriter, "Heinrich". This letter read as follows:

(S. 1417 - P. 17)

65-1819

"In the stratospheric plane the pressure is maintained at 15 pounds throughout the entire fuselage. That is to say the entire hull, from the engine room to all space occupied by passengers constitutes one compression chamber.

The chamber consist of an inside shell and an outside shell; the 2 are held in place by ribs, spaced about 50 centimeters apart. The thickness of the hull is about 10 centimeters, and it is of Dural.

To keep the pressure at an even level, a loader or compressor is used. It runs from the exhaust gases of the engine, and it has 2 different speeds for various altitudes. I was told that the first speed is used up to 24000 feet, the second speed up to 36000 and higher.

The compressor is driven thru helical gears, mostly made by the M<sup>h</sup>chi-gan Tool Company.

Former attempts to drive the compressor thru cone gearing, (cone worms that provide continuous area of contact, thirty times greater than conventional worms, and very efficiently used on Automobil engines) proved that this system did not work out so very well. As a consequence the above system is sofar considered the best and will likely be used exclusively until something better can be found.

Some engineers are reported to be working on an entirely different principle, viz: An automatic airvalve working under the same pressure as the air-intake manifold on the motor, governs the speed of the compressor, the thinner the air the higher the compressor speed. This arrangement is supposed to eliminate the necessity of a 2 or 3 stage type.

I was informed that speed could similarly be regulated as the control-arm in front of the mixingchamber on an automobilmotor, regulates the speed of the engine. This seems quite simple, but I am not so convinced that the airvalve will function in very high altitudes.

On this particular ship, the auxiliary engine was a 2 cylinder, aircooled 4HP. gasoline engine made by the Bendix Corporation. It runs continuously at 4000 R.P.M. The engine is only used to produce electric current, not to provide the desired airpressure. The idea to use auxiliary engines instead of a compressor has been completely abandoned.

\*\*\*\*\*

Electric current for wireless, lighting, electric motors and such like is produced from auxiliary engines of the type above described and as also mentioned in a previous letter. They are using 150 to 200 Volts A.C. The ignition system for the aero engine is Magnet type 2400 to 3000 kilovolt at 2 to 3 Milliampere.

\*\*\*\*\*

Propellers.

Following up a recent letter on this, in which I advised you that 3-

65-1819

blade propellers for the fast and big planes are the generally adapted type and 2 blade propellers for the smaller and private craft, are the rule, please also note the following.

United Aircraft Hamilton Standard Plant in East Hartford, Conn. are the biggest and best equipped people to make big propellers on special built machinery. Capacity at present 24,000 propellers per year.

Lycoming Division, Aviation Manufacturing Corp. Williamsport Pa. are manufacturers of smaller propellers, with a yearly capacity of 6000 per year. They also make a propeller of hollow steel plates, pitch-control from the gas throttle.

Heinrich

Letter N<sup>o</sup>. 3 follows:

The Boeing Stratoliner type 307, which is the ship just put

in Service has the following modern equipment supplied by the

Eclipse Aviation, Division of the Bendix Aviation Corp. Bendix, N.J.

" Direct cranking electric starter, solenoid-relay-battery-booster-coil. single Voltage DC generators, Autosyn alternators and dynamotors, landing gear, flap and tailwheel retracting motors; propeller anti-icer pumps and rheostats. Aircheck valves-Vacuum instrument and de-icer pumps, de-icer distributing and control valves and engine synchroscopes.

Heinrich<sup>2</sup>

June 17,  
1940.

Sebold met Ellsworth at Hempstead at 1:30 P.M. and they drove to the radio station, where together they received from [REDACTED] a message received from A.O.R., which they decoded and found to read as follows —

67C " FURTHER REFERENCES FOR LANG ARE [REDACTED] (questionable — may be [REDACTED]). JOURNEY FULLY NO OBJECTION. SHE SHALL CONTINUE OBSERVATIONS AND SEND IMPORTANT MESSAGES THROUGH YOU. WILL RADIO SOON NEW WAYS OF COMMUNICATION AND MONEY. [REDACTED] MISSED LAST BOAT. GUTEN EMPFANG.



65-1819

(Exhibit 1A8-6, 7,  
Q88 and 89).June 19,  
1940.

SEBOLD will testify from his notes,

(Exhibit 1A10-4)

that he went to LANG'S home, arriving about 5:45 P.M.; that he had written out in his own handwriting on a scrap of paper a portion of the message received the day before which concerned Lang, to wit:

"Further references for Lang are [REDACTED]  
[REDACTED]"

He handed this scrap of paper to LANG who read it and said the message was O.K.;

(Exhibit 1A10 - 11).

b7c that he knew [REDACTED] and [REDACTED]. He then asked him about the meaning of the last group of letters, and Lang said that that was the name of the fellow who used to work with him in the Norden plant who went back to Germany last August. The man's name was FRITZ SOHN.

He then asked Lang questions about the bomb sight. He told Lang that he would probably get a big feather in his cap for doing the things which he had done for Germany. He asked Lang how much he received for his services and whether he was not afraid he would be "double-crossed" and "gypped" out of his rewards on the other side. Lang said that he did not receive anything for his services except a promise to be taken care of; that he is not afraid of anyone in Germany because he knows ADOLF HITLER in person, and used to fight with him from 1923 to 1927; that he could also write to HERMAN GOERING; that he thought the bomb sight was one of the most important things in the war.

65-1819

He, SEBOLD, then tried to find out the details, and asked him if he had a good camera and if he could draw sketches. Lang said that he could; that he had everything in his head. He then told Lang that he, Sebald, was personally a technician and was very anxious to learn how technical information could be gotten out of a plant but Lang would not go into more detail. He then asked him if his knowledge, apparently of the bomb sight, was any good to Germany now and Lang said no, because the bomb sight had been in German possession for two years. Lang said, "I am sorry that I did not go back to Germany right away." He said that it was kind of difficult to go back now, because this would draw the attention of the plant to him; that he had been fingerprinted also at the plant. He then asked Lang if there were any other Germans in the plant. Lang said about 60% of the employees were German but that they were "a bunch of rascals".

LANG said that RANTZAU'S first name is NICHOLAS. He said that Rantzau used to be a "hauptmann" (Captain) in the German Army and was a textile engineer in the United States; that he used to use the name of RITTER also and was married to a German school teacher in the United States, divorced, and re-married again in Germany. Lang then asked him if he knew anyone going to Mexico; that Rantzau had a brother in Mexico who used to be in the United States. Lang then asked him if he knew anyone in the German Consulate. He told him that he did not but that if he wanted to get a message to them he might be able to arrange a contact through a girl by the name of ELSE. Lang said that he had heard of Else but did not say anything further.

With reference to the bomb sight, Lang stated that there was only one man who knew all the facts about the bomb sight, and that he personally is that man. He gathered from the conversation that Lang had, in some way, gotten the bomb sight out of the Norden plant, possibly by making sketches and re-constructing the bomb sight at home or in Germany. Lang requested that he transmit by radio the following message to Germany:

65-1819

b7c

"FRITZ SOHN OF RHEINPFOLZ AND [REDACTED] SHOULD  
WRITE LANG AND ADVISE BEST WAY TO LEAVE USA  
AND TRAVEL CONNECTIONS LANG FEELS SECURE".

Lang also said that if SORAU comes to the United States he wanted to see him right away.

He advised Lang that Sorau appears to be the head of the Air Division. Lang apparently did not know Sorau except to have heard his name in the German Consulate. He then asked Lang if he knew of any bomb sights having been stolen from the NORDEN plant, and shipped to Germany by way of San Francisco and Japan. Lang said that he did not know anything about such a matter. He said, however, that the Americans have found out about the bomb sight being on the other side, apparently, through newspaper reports that airplanes shot down in France were equipped with the bomb sight, and that the Americans will probably start a plant investigation in view of this information. He said, however, that they will not find anything on him. He then asked Lang if the Norden Company paid him well, and he said, "Yes", that he had a job there as an inspector but that his heart was not in the work; that he was "just hanging around there". He then requested that he, Sebald, write Germany immediately and furnish him their answer as soon as possible. During the conversation Lang also told him that he had previously been employed in South Germany by SIEMAN SCHUKERT COMPANY, which is the same firm with which he, Sebald, had worked. Lang also said that he had been employed in Germany by Maschinenfabrik Augsburg, Nuernberg, which he, Sebald, had also worked for in South America, and which company is referred to as the M.A.N.; that he recalls that this company has very close connections with the U. S. Navy, and other government departments in Washington, D.C., particularly with reference to royalties and such matters.

(S. 1434 - P. 5).

June 20,  
1940.

SEBOLD discussed with Agent Ellsworth Coded Message #13 to be sent to Station AOR which message, when translated, reads as follows:-

65-1819

b7C

"Lang desires as soon as possible to hear from Fritz Sohn [REDACTED]. Then he would like to have the best means of leaving by Mexico. His wife is sickly and cannot stand a long journey. Generally he feels fairly secure. I await answer."

(S. 1446 - P. 21)

June 22,  
1940.

He will testify from his notes

(Exhibit 1A20-3)

about 11:15 A.M. he was walking along 86th Street, near the Horn & Hardart Automat Restaurant when he "ran into" AUFZUG (Franz Stigler). They went into a stand and had a glass of orange juice together. Stigler said that his boat was laid up but that he had not yet been fired. He then asked Stigler if he were busy in the "M" Division and Stigler stated that he had a lot to do and that that afternoon he was meeting someone. He asked if he, SEBOLD, would be able to send some radio messages for him to Germany and he told him that he would be glad to. Stigler said that he would write to him in the near future at his mail box and arrange to meet him and give him some messages to send over.

(S. 1504 - P. 32)

SEBOLD will further testify from his notes

(Exhibit 1A19 - 13)

that at about 2:00 P.M. he went to LILLY STEIN'S apartment located at 127 East 54th Street, New York City, where he met her. He handed her a microphotograph, on the back of which were the letters "L.S." which microphotograph was handed to him by ERWIN SIEGLER. She tried to read this microphotograph with her reading glass but could not make it out so he promised her that he would bring his glass at the next meeting. She then handed him the third letter, which she had received from Detroit signed "Heinrich". The envelope of this letter is addressed to MISS LILLY STEIN, 127 East 54th Street, New York, and is postmarked Detroit, Michigan, June 18, 1940, 7:00 P.M.

65-1819

It is a two page typewritten letter, dated June 18, 1940, and reads as follows:-

(S. 1516 - P. 4)  
(Exhibit 1A8-8 and 9)  
(Q89 and 90).

"

I am now in a position to give you some more information on the so-called Stratoliner.

The first 2 were the Boeing No. 307 four engined Strato-Clippers delivered to Pan American Airways for international service. The second delivery covers 5 Boeing 4 engined Strateliners to Transcontinental and Western Air Inc. these ships have the following specifications.

**Power plant:** 4 Wright CR-1820-G105a Cyclone engines each 1100HP. for starting giving 900HP at 6700 feet or 775HP at 17300 feet.

**Propellers:** Hamilton standard, 3 blades, constant speed, full feathering 11½ foot diameter.

**Loaders:** Automatic 2 speed superchargers, maintaining comfortable low altitude conditions in the entire cabine during upper level flight at altitudes of 14000 to 20000 feet.

**Weights:** Empty weight is 30000 pounds, useful load 15000 lbs. Gross weight 45000 lbs. It carries 33 persons by day or 25 by night (16 beds and 9 reclining chairs).

**Crew:** Captain, first officer, flight engineer and 2 hostesses total 5.

**Body design:** All metal low wing monoplane in shape of elongated teardrop, completely streamlined, circular cross-section from nose to tail. Body-diameter 11½ feet, overall length 74 feet 4 inches, Wingspan 107 feet 3 inches, overall height 20 feet 9½".

**Cargo:** It can carry below deck 6590 lbs. cargo and 1700 gallons of fuel.

65-1819

**General:** Should one engine stop and the others turn at full speed, it is possible to retain straight flight without using rudder pedals, at all speeds between 90 miles per hour and the maximum 3 engine-speed. With maximum load and only 3 engines running, it is possible to climb to more than 18000 feet. With 2 engines stopped on one side and the other 2 at full power it is possible to trim the plane for straight flight with controls free at all speeds between 110 miles per hour and the maximum 2 engine speed, and in this condition it is also possible to make turns with ailerons only. Loaded to maximum gross weight, the plane can climb to 8000 feet with only 2 engines operating.

The plane is so designed that sudden failure of an engine at any point during takeoff is of no concern. By engine failure at any point beyond 1750 feet from start to take-off run, it is possible to hold to course and continue to take off and climb, or if a failure should occur within the first 1750 feet, to bring plane to a stop on the airport runway. It is impossible to make a stall-take off with this plane.

**Altitude  
conditioning:**

An automatic supercharger, heating and ventilating system is used. Fresh air enters the intake in the leading edge of the wing, passes thru a water separator and into a mechanical supercharger driven by the inboard engine. Here the air is rotated at high speed thereby increasing the density. It then passes through a thermostatically-controlled steam heating unit in the engine nacelle. Before the air enters the cabin, it passes thru an automatic flow control valve located in the accessory compartment below deck. It then passes thru a distribution valve to be directed into the cabin either thru a series of floor level grilles or a series of overhead grilles and individual outlets at passenger seats and berths, or both, at the option of the cabin attendant.

65-1819

After the air has circulated thru the cabin it passes thru vents in the floor to an automatic outlet control valve in the accessory compartment below deck, where it is discharged to the outside atmosphere.

HEINRICH"

STEIN still insisted that she had no idea who Heinrich is. She stated that she had learned from a member of the FRENCH PURCHASING COMMISSION, name believed to be [REDACTED] (phonetic), who arrived on the CHAMPLAIN that the steel which was purchased by the French will not be taken over by the English; that the S.S. CHAMPLAIN had been sunk. She did not say whether she had found that this ship was scuttled after arrival in New York or had been sunk before arrival.

She also stated that the son of [REDACTED] went by Clipper on Thursday last, which would be June 20th, to Lisbon to drive an ambulance in France; that he was the same man who was in Danzig, Germany, last August. She requested him, Sebald, to radio such of this information as he felt important to Germany.

b7c He asked LILLY STEIN if she would try to find a way through ELSE for a friend of his to get out of the United States through Mexico. Stein said that Else might be able to give him some help as her boy friend, HANS RITTER, left for Germany by way of Mexico and that Else visited him in Mexico last Spring. She also said that when she first arrived here she had instructions to contact her, Else, or Hans Ritter. She said, however, that she contacted ELSE and never met HANS. He then delivered to her the substance of radio messages received, namely, that the other side had no objection to her going to California but that she should continue her observations and send her messages through him, Sebald, also that the man with the money named [REDACTED] had missed the last boat, and that the other side would radio in the near future new ways of communication and money.

STEIN stated that she had no way to go to California because she had no money. Stein then stated that she had met a [REDACTED] the wife of a noted flyer, about two months previous at the Long Island Golf Club through [REDACTED] the wife of the member of the

65-1819

French Purchasing Commission.

[redacted] told her she knew of a lady named [redacted] who was about 27-28 years old, dark hair, very elegantly dressed, who lived at the Golf Club, and spoke a great deal about politics. [redacted] stated that she thought it was funny that this lady should live at a Golf Club, particularly in early Spring; that she had asked the caddy what nationality [redacted] was, and he told her that [redacted] was a German, and said that a man from the FBI had come to the Golf Club the other day when she, [redacted] was playing golf, and searched her room, and then took her to prison as a spy; that she was then in the Women's Prison.

STEIN also said that she met through [redacted] from Prague, who lives in the Hotel Astor; that she [redacted] Hotel Alcorn, and [redacted] Czechoslovakia; that she left Prague in December, and has plenty of money and lives very highly. Stein said that she might be a German spy.

(NOTE)

The following information which seems to apply to Federal Bureau Agents, in fact, refers to New York City Police Officers, and if possible, should be clarified at the time that this information goes into evidence.

STEIN said that on Thursday she had met two men from the Federal Bureau of Investigation; that the first time she met them they did not say they were connected with the FBI. She stated that [redacted] has a friend, who is an American, and that this friend has a boy friend who has had a job on the radio. A friend of his is a New York State policeman, [redacted] showed her his badge on Tuesday. [redacted] brought two of his friends to go out with the girls, however, these two men did not say who they were and Stein asked [redacted] who they were. [redacted] told her that they were with the FBI. Later on, in the evening, one of the FBI boys lifted [redacted] off the floor, whereupon she felt his gun and let out a scream. She said she did not like to be with gangsters, then the man showed her his credential card bearing the name [redacted]



65-1819

STEIN said that he was flirting a great deal with [REDACTED] and she, Stein, felt uncomfortable and left.

b7C LILLY said that on Thursday [REDACTED] had a date [REDACTED] for drinks at the Ambassador Bar, and that he had the other "G man" along with him; that this "G man's" name is [REDACTED] [REDACTED] spoke to Stein and asked if she was Jewish or not. She told him she was half-Jewish. [REDACTED] once asked her to explain to [REDACTED] later on what his work was. He said that he had to watch aliens, and was working on un-American activities. He also asked her to tell [REDACTED] that if she had any trouble getting her visa extended he could have it done through his connections. The man said that they had to go to the Yankee Stadium on business. [REDACTED] also said that he had to cover a lead in the Catskill Mountains and that the day before, which was Wednesday, he was at the railroad station watching the train when "FB" went through to Hyde Park; that he, SEBOLD, complimented LILLY STEIN on having such contacts and told her she should keep up her contacts with the "G man" and other such individuals so that she could keep abreast of the developments

He left the apartment about 2:50 P.M.

(S. 1516 - P. 4)

He will further testify that on the same date he mailed a letter to ERWIN SIEGLER, directed to him as Chief Butcher on board the S.S. MANHATTAN, U. S. Lines, New York, which read as follows:

"  
Dear Erwin,

I would like to see you next Tuesday at the same time and at the same place. Greetings.

Harry"

(Exhibit 1A14-26)  
(S. 1504 - P. 33)

65-1819

June 24,  
1940.

SEBOLD will testify that he took from his Post Office Box 574, Grand Central Annex, a letter addressed to himself as HARRY SAWYER, postmarked at New York, June 23, 1940, at 8:30 P.M.; that this letter was in German, and when translated, reads as follows:-

"

June 23 1940

Dear Harry,

I must see you at the earliest possible moment.  
It is very important. Please call me up.

Auf Wiedersehen.

L.

"

(Exhibit 1A19-60)  
(Q 81 and 82).

b7C That at about 10:30 A.M. the same morning, he went to her apartment at which time she said that she had additional information she wanted him to send together with information which she gave him last Saturday (June 22, 1940). She stated that the [REDACTED] had telegraphed to one of his girl friends that his confidential address would be care of the American Minister, Lisbon, Portugal.

She also stated that her friend, [REDACTED] is b7C leaving for the West Coast, specifically Hollywood, in about three days and that she wanted her, Stein, to go along with her but that she, Stein, had no money. She asked if he could not get her some money and he told her that he would see what he could do and would let her know.

(S. 1516 - P. 19)

He will further testify that during this same day with Agent Ellsworth they wrote out and encoded the following message which was turned over to Agent [REDACTED] for transmission to station AOR in Germany. b7C

" Message #14.

Carr says the S. S. PASTEUR carries ten sets drawings of Norden Sperry bomb sight to Vickers Company London for manufacture. Sight released for use of allies. Vickers Detroit will also manufacture sights. Sperry will make 1200 and Norden 1400. Both firms must spend at least three months in tooling before production in any quantity begins. "

S. 1632 - P. 3)

b7C That on the same day Message Number 11 was turned over by Special Agent [REDACTED] to Agent Ellsworth and himself stating it had been received from Station AOR, which, when decoded and translated, read as follows:-

" Question are volunteers for the English Army openly enlisted and for which service branch? What is the public reaction? Lang's answer follows next week. Greetings.

(S. 1632 - P. 4)

SEBOLD will further testify from his notes

(Exhibit 1A13-22)

that at about 8:00 P.M. EVERETT ROEDER met him in Hempstead, Long Island, on the corner of Jackson and Washington Streets, which is near his home; that he climbed into Roeder's car and was driven out on to the highways near Hempstead; that Roeder asked him if he had any news. He told Roeder that he had forwarded the material, that is, the blueprint of the Lockheed Hudson Bomber and the message which he Roeder, had given him the last time to Germany; that he, Sebold, then brought

65-1819

up the matter of the NORDEN bomb sight, and ROEDER gave him no further information on the matter other than that two of these bomb sights had been stolen, and one of them had reached Germany. He did say "they" are developing a new bomb sight in the Sperry plant, and were trying to solve the little problems that came out of the old bomb sight, and that he, Roeder, was engaged in this work. He said that he might be able to give him, Sebold, some information on this project in the near future. He also said that in his opinion the United States would surely go to war and that "this darn business is getting too dangerous."

Roeder then dictated the following information for transmittal to Germany:

" The Grumman F-4 attack fighter is equipped with six .30 calibre machine guns mounted in wings with provision for 37 millimeter cannon and racks under wings for 400 pound bombs. Top speed 340 miles per hour. Powered by one Wright cyclone 700 horse power engine. 81 ships were ordered for U.S. Navy. Navy cancelled order and transferred to England. There is shortage of engines. Have only 30 engines for the planes."

He will further testify that he left Roeder with the understanding that they would meet again the following Monday evening. Roeder said that at that time he would have some more materials.

(S. 2138 - P. 3)

June 25,  
1940.

SEBOLD will testify that he telephoned LILLY STEIN at her apartment and told her that he would not be able to do anything for her as far as money was concerned. She asked him to see her on Thursday, June 27th, at 2:00 P.M.

(S. 1516 - P. 19)

65-1819

He will further testify from his notes

(Exhibit 1A15-5)

that he checked the Post Office Box 865, Church Street Annex, and found therein a letter addressed to himself as HARRY SAWYER, on U. S. Lines stationery, the envelope postmarked New York, June 24, 11:30 P.M. 1940. This letter was in German, and when translated, reads as follows:

"

New York  
June 24, 1940

Dear Harry,

Can I meet you tomorrow, Tuesday, the 25th,  
at the same place? The other is all gone.  
Greetings.

Erwin Siegler.

"

(Exhibit 1A14-31 and 32).  
(Q 79 and 80).

He will further testify from his notes

(Exhibit 1A15-5)

that at about 5:00 P.M. he went to Columbus Circle, New York City, where he met SIEGLER; that he took a bus to 86th Street, and Third Avenue, which is in Yorkville; that he then went to the Lorelei Restaurant where they drank some beer after which they went across the street and ate at a restaurant. They then went to the Heidelberg Tavern and drank more beer. They were together until 7:30 P.M. when SIEGLER said that he had to return, to the ship, for the night watch. During this period the following conversations took place:

SIEGLER said that he had not been able to get DOLD to take the microphotographs which he, SEBOLD, had given him; that he asked AUFZUG whom he unthinkingly, on one occasion, called FRANZ STIGLER, and immediately corrected himself, to get hold of Dold and have

65-1819

him take these microphotographs to Portugal; that STIGLER went to BOLD'S hotel, the HOTEL GOVERNOR CLINTON, and telephoned Dold's room but Dold said that he had company and would not be able to see him, Stigler; that Stigler returned on several occasions to try to get hold of Dold but without success. Each time Dold said that he had company and could not see him; that Stigler told him, Siegler, that he could not understand Dold's attitude in this matter. Siegler kept the microphotographs and said that if the S.S. WASHINGTON left port he might be able to get them across with a messenger on that boat. He said that this messenger carried things for the other side; that he is a bedroom steward and that as he recalled his name is something like [REDACTED] b7C SIEGLER did not say whether this man was connected with the "M" Division or the "L" Division, meaning the Marine Division or the Air Division.

SIEGLER, in talking about the Marine Division, said that the ring leader or head of the Division in the United States is a man named PAUL FEHSE; that he is a cook, about 30 or 31 years of age, and has a wife living in Hamburg; that Fehse used to be on the S.S. DEUTSCHLAND or the S.S. NEW YORK; that he was, at that time, in New Jersey some place, his definite location not known and working as a cook as a means of covering up his activities.

Siegler said that Fehse was trained for the espionage work in Hamburg and that he said that he personally saw the radio station there, in Hamburg, and the other offices of the espionage system.

According to Siegler, FEHSE was fully instructed in all phases of the work; that he was in Norway for some time and apparently came to the United States from Norway as a passenger on a boat. Siegler indicated that Fehse is a United States citizen and travels on an American passport. He substantiated this by saying that Fehse was picked up by the French authorities for some reason in Marseilles and told the authorities that he was born in Germany. They then demanded that he speak German to them but he refused stating that he was an American citizen and did not have to speak German. The authorities then got hold of the only available interpreter who was a German, and who translated FEHSE'S English into German so that the authorities could understand what he was talking about. Siegler said that Fehse always gets a laugh out of the telling of this story.

Siegler further stated that the "M" Division had secured a lot of large photographs of battle ships and submarines, and that they were sending these items to the other side by cutting the photographs up into small pieces for transmission. He suggested to

65-1819

SIEGLER that they make microphotographs of such items and Siegler said that he thought that the "M Division" would be glad to hand this material to him, Sebold, so that he could make microphotographs of them. He told him that he would be glad to do this for them, and that he could also make microphotographs of blueprints.

SIEGLER also said that the "M. Division" was going to try to get him, SEBOLD, to transmit radio messages for them. Siegler said that he might "get laid off" as the S.S. MANHATTAN then had only a skeleton crew, and that if he was "laid off" he expected to take a room at 85th Street in Yorkville.

b7C He then asked Siegler about [REDACTED] whom Siegler had stated had recommended him to the Espionage Service. Siegler said that [REDACTED] was then on the island of Sylt, in the German North Sea and that he, apparently, was with the Anti-Aircraft Division of the Army.

SIEGLER said that FRANZ (Stigler) was very busy in his work with the "M. Division" and that he was on the go all the time. He did not know definitely the nature of his activities or whom he was contacting. He said that if he, Sebold, needed any money he should speak up as "the outfit" (apparently meaning the M. Division) had plenty of money in a bank here, and that they would advance money to him if he needed any. He gave Siegler the address Box 574, Grand Central Annex, as Siegler had been sending mail to the old box at the Church Street Annex.

Siegler stated that he had received his, Sebold's, letter after having written to him. He stated that they could get together again when desired, by writing to each other.

(S. 1504 - P. 33)

He will further testify that on that same day he discussed with Agent Ellsworth and worked out the following message to be sent to Germany:

"  
June 25      5:00      400 Letters      Msg. No. 15

How shall I send big drawings of wiring Lockheed Bomber from Carr? He says lot research at Sperry. New pilot under development using electrically driven gyros and electrical signal pickoff which feeds three individual servos through amplifiers. Amplifiers introduce rate signals utilizing first and second derivatives. These servos are similar to Ascania Rudder Machine. This pilot can be used with gyros of bombsight. Greeting."

65-1819

(S. 1632 ~ P. 8)

Also Message #16, which when translated, read as follows:

"

June 25      6:00      260 Letters      Msg. No. 16

b7C Stein learned from member French Purchasing Commission that steel bought by France will not be taken over by England and that Champlain was sunk. She says [REDACTED] left on clipper Thursday to Portugal to drive ambulance in France. He was in Danzig last year. When will money arrive?"

(S. 1632 - P. 9).

June 27,  
1940

SEBOLD will testify from his notes

(Exhibit 1A19-13)

b7C that he went to LILLY STEIN'S apartment about 2:00 P.M. as previously arranged. She produced a letter from her landlord, BUTLER, BALDWIN INC., 385 Madison Avenue, New York City, notifying her that her rent in the amount of \$70.00 for June had not been paid and that unless they received payment by June 28, 1940, they would institute dispossess proceedings without further notice to her. She requested him, Sebold, to ascertain from Germany whether she should sign another lease and also find out about some money for her. She stated that she might go to work for some Catholic Refugees who give jobs. She also said that he should send such of the following information as he thought pertinent to the other side; that she had learned that two men from the French Purchasing Commission were on the way over from Bordeaux to America, one of them named [REDACTED] that they were coming over to liquidate the entire French Purchasing Commission.

Some of the members of the Commission were leaving on Thursday by Clipper for France.



65-1819

She had also heard that the General of Morocco had gotten in touch with the United States Commission, apparently for the purpose of making purchases.

She requested that he telephone her as soon as he got the solution to her problems.

(S. 1516 - P. 23).

He will further testify that during the day he discussed with and worked out Message #17, to be sent to Germany, which read as follows:-

"  
June 27                      5:00                      300 Letters                      Msg. No. 17

b7c Have not heard or read of any enlistment for English army. No public opinion in favor of it. What shall I do with letters from Heinrich in Detroit? Manhattan sails Tuesday for Lisbon, Portugal. I will send material with Siegler. Will you meet him or shall he give it to [redacted] Dunn says examine inside all envelopes for wax - use charcoal."

(S. 1632 - P. 12)

65-1819

SEBOLD will testify that he received a letter in Post Office Box 574, Grand Central Annex, postmarked New York, N.Y., June 26, 1940, 8:00 P.M. This letter was written on the stationery of the U. S. Lines, S.S. MANHATTAN, in German, and when translated read as follows:-

"

June 26 1940

Dear Harry,

I would like to meet you tomorrow evening the 27th at 4:00 P.M. as we are sailing for Europe on Tuesday. Aufzug will be with me. Greetings.

Erwin.

"

(Exhibit 1A14-33, 34).  
(Q 83 and 84).

He will testify from his notes

(1A15-6)

that he went to Columbus Circle in New York City about 4:00 P.M. where he met ERWIN SIEGLER and FRANZ STIGLER; that they then went into Central Park where they talked a while and then went to a nearby Bar where they had some beer. They also spent some time in a shooting gallery where Stigler tried to "show off" his prowess as a marksman, but that he, SEBOLD, was able to out-shoot him whereupon STIGLER said, "You are now chief of the gang". Most of their conversation concerned inconsequential matters, such as women and the rewards that they were to get in Germany when the war is over. Stigler and Siegler seemed to expect estates in South Africa for their services. Stigler said that everything seemed to be all right, that the MANHATTAN was sailing for Lisbon, Portugal on Tuesday, and that he, Sebold, should radio the other side to have some one meet him in Lisbon. He also dictated the following message to be transmitted:-

65-1819

"  
GERHOF PUNKT VERLOREN GEGANGEN. DEN PUNKT  
FUER FINK."

This message, when translated, reads:-

"  
GERHOF DOT IS LOST. THE DOT FOR FINK."

STIGLER explained that Gerhof is the head of the Marine Division and is located at Genoa, Italy and that FINK is PAUL FERSE. The "dot" referred to, it will be recalled, is a message which is reduced through photography to that where it resembles a dot in size, and when examined under a high powered microscope, contains a message of as much as fifty words.

b7C STIGLER said that the bedroom steward on the S.S. WASHINGTON who, it will be recalled, was referred to by SIEGLER, at the last meeting, had taken the same attitude as Dold about taking material to Germany; that, is, both had refused. However, he, Stigler said that there is another man on the steamer, "AMERICA", by the name of [REDACTED] who is [REDACTED] and who is in this business and [REDACTED]. He said that this man would take messages. Stigler said that he had a bunch of blueprints of the S.S. AMERICA hidden away some place in a basement in New Jersey; that he did not think he would send these things to the other side. He said that the Marine Division has a radio connection in Baltimore, namely, an amateur radio operator by the name of [REDACTED] who is 100% [REDACTED]. He asked STIGLER how he knew that this man was O.K. and he said that in Germany the government has several "ham" stations operated as amateur senders who "feel out" "hams" on this side of the water; that through this radio connection [REDACTED] was "felt out" as to his attitude toward HITLER and was found to be O.K.

He suggested to STIGLER that this was not a very safe way to "feel out" a man and Stigler said that he believed that the "M Division" would rather work through him, SEBOLD, if he could handle their messages for them. He said that [REDACTED] had no code which is a hindrance. Stigler said that he would arrange a general meeting for the following Monday night at eight o'clock at Columbus Circle and that he would then introduce him to PAUL FERSE, who had already been described as the head of the Marine Division of the Espionage Work in America; that they would then try to work out a means of working hand in hand.

(S. 1504 - P. 47).

65-1819

June 28,  
1940.

SEBOLD will testify that due to the fact that he had an appointment with PAUL FENKE, ERWIN SIEGLER and FRANZ STIGER for the night of July 1, 1940 and as he had promised to meet ROEDER on that night he sent the following letter to Roeder:

" June 28.

I can't see you on Monday. Will see you Wednesday same time.

Harry "

On the same day he received through Agent Ellsworth Message #12, which was said to have come from Germany, which read as follows:-

"

June 27 10:45 290 Letters Msg. No. 12

The three hundred sent end of April for Lilly is lost. We have today sent by way of Siberia three hundred for you, three hundred for Lilly, two hundred fifty for Dunn. Money goes to each direct. The man who brings the money over will be in Mexico in August and help Lang with his journey. More details follow."

(S. 1632 - P. 13)

He will further testify that on the same day he discussed, and with the assistance of Agent Ellsworth, worked out Messages #18 and #19 to be sent to Germany.

Message #18, when translated, read:-

"

June 28 5:00 140 letters Msg. No. 18

Following from Aufzug - M Division - Gerhof dot is lost. The dot for Fink. Manhattan sails Tuesday and I await someone in Lisbon, Portugal."

65-1819

Message #19, when translated, read:-

" June 28 6:00 400 Letters Msg. No. 19

b7c Stein's landlord threatens dispossess her today. She is destitute. Shall I borrow money for her from M. Division? Suggest you send some money back with Siegler on Manhattan for her and Roeder as he wont deliver valuable material unless paid regular. Stein says two members French Purchasing Commission, one named [REDACTED] on way here to liquidate Commission. Says General of Morocco has been in touch with U. S. Commission. Greetings."

65-1819

On the same day Message #13 was turned over by Agent [REDACTED] as having been received from Station AOR and when decoded and translated by himself and Agent Ellsworth, read as follows:-

June 28 12:30 100 Letters Msg. No. 13

Answer to message 17 follows tomorrow twenty ninth. Dunn should not use the wax system. "

(S. 1632 - P. 17).

June 29,  
1940.

SEBOLD will testify that he received at his Hempstead, Long Island address a letter from DUQUESNE which was postmarked at New York, June 28, 1940 and which read as follows:

June 28 1940

Dear Harry,

I would like to know how things are going with you. Did you send the candy to our friend [REDACTED] Did she send anything as she promised for me? I am very anxious! I need laundry and many other things.

Let me hear from you. Same address.

Truly,

Jim.

(Exhibit 1A3-250 and 252)  
(Q 93 and 94).  
(S. 1812 - P. 5).

He will also testify that the same day Agent [REDACTED] turned over Messages #14 and #15, which he stated were received from Station AOR and which, when decoded and translated by himself and Agent Ellsworth, read as follows:

65-1819

June 29 13:05 300 Letters Msg. No. 14

Deliver all material through Siegler to [REDACTED]  
Lisbon, Hotel Duos Naloes. We repeat, [REDACTED]  
Lisbon, Hotel Duos Naloes. Password on meeting is  
Sesam greets Franz. We repeat, Sesam greets Franz.  
[REDACTED] will hand over to Siegler five hundred for  
Roeder, three hundred for you, three hundred for  
--

Message #15, which is a continuation of #14:

Continued from No. 14. - LILLY, two hundred fifty  
for Dunn. Distribution of money by you. Don't  
borrow any money for Lilly. All should report  
military and technical information and deliveries  
to England. Siegler should bring Stigler also to  
[REDACTED] Hearty greetings.

July 1,  
1940.

SEBOLD will testify from his notes

(Exhibit 1A15-7)

that as a result of DUQUESNE requesting an appointment in  
his letter of June 28, 1940, he, Sebold, wrote and  
mailed the following letter to Duquesne, which was addressed  
to 60 Wall Tower, Room 805 and read as follows:

July 1, 1940

See you Thursday 2:00 P.M. in front of  
plant.

H.S.

(S. 1812 - P. 5)

65-1819

He will further testify that on the same day he received a letter addressed to himself as HARRY SAWYER at Box 574, Grand Central Annex, on the stationery of the Waldorf-Astoria Hotel, postmarked July 1, 1940, 7:00 A.M. This letter is from LILLY STEIN and reads as follows:-

"

6/30/40

Dear Harry,

Was very disappointed when you did not show up yesterday. Something must be done. I have to see you ; ; Will too have other news, but please come the soonest possible. Otherwise I am finished. I cannot get over this troubles.

Yours, Very Upset

L.

"

(Exhibit 1A19-57 and 59).  
(Q. 101 and 102).

That upon receipt of this letter he telephoned her at her residence and made an appointment to see her at 11:00 A.M. on July 2, 1940.

He will further testify that at about 8:00 P.M. he went to Columbus Circle where he met FRANZ STIGLER and PAUL FEHSE. About five minutes later ERWIN SIEGLER joined them. Then the four walked into Central Park and sat on the grass and talked for about a half an hour. Stigler and Fehse then left, and with Siegler he went to a nearby Bar for a drink or two. He separated from Siegler at about 9:30 P.M. During this period he showed all three the radio message which he had received from Germany, part of which he had written out in his note book. He tore this message out and handed it to FRANZ STIGLER. The part which he handed to Stigler read as follows:

206



65-1819

"  
 Deliver all material through Siegler to [REDACTED] Lisbon, Hotel Duos Naloes.  
 We repeat. [REDACTED] Lisbon, Hotel Nacoos.  
 The password on meeting is Sesam greets Franz. We repeat, Sesam greets Franz.  
 [REDACTED] will hand over to Siegler five hundred for Roeder, three hundred for you, three hundred for Lilly, two hundred fifty for Dunn." (The names were not spelled out in the message handed to Stigler).  
 "Siegler should bring Stigler also to [REDACTED] Hearty greetings."

b7C  
 FEHSE gave his address as in care of P. F. BROKHOF, 326 60th Street, West New York, New Jersey. He asked him, SEBOLD, about his contacts in Hamburg, and he named the individuals with whom he had dealings there. However, FEHSE did not recognize these names but stated that these men changed their names for every contact any way. Fehse talked some about his superior named GERHOF but did not give any information about him except to say that he is a nice fellow. Fehse asked if he had any dealings with the High Command while he was in Hamburg, and he told him that he did not know whether or not he did. He then asked Fehse if he was acquainted with the headquarters at Rottenbaumschasse. Fehse said that he knew the street; that it was one of two streets away from headquarters of the High Command, which headquarters are located at Konchenhauerstrasse. He explained that these headquarters are merely for the Espionage High Command. He said that the radio station is also located on this street; that it is a large red brick building with antennae all over it. The building is enclosed in and has beautiful lawns. He said it looks like a regular broadcasting station. He asked FEHSE if he had noticed a certain girl at the High Command offices and described to him a girl who on one occasion was in the car which picked him up at the Klopstock Pension, and took him to Hugo's office. He had observed that she was slightly "cock-eyed", that is, one eye pointed in, and was about 25 years old and very good looking. Fehse said that he did not remember seeing such a girl in the offices of the High Command.

FEHSE asked him, SEBOLD, if he could go out and see the radio station. He told Fehse that that was impossible; that he had secured the cooperation of a friend of his who comes from an old American family, and who refused to permit anyone except him to come to the station for fear of involving him in some trouble and ruining the reputation of his family.

65-1819

FEHSE seemed to think it was all right under such conditions. He asked him if anyone could see the station's antenna. He told Fehse that he did not believe so; that the house was located on a ten acre estate and could not be seen from the road, and that anybody coming on the place was immediately run off. Fehse asked what the antenna looked like and he told him that it was twenty feet long and consisted of two strands of wire about six feet apart. Fehse then asked what the call signal of the station is, and he told him that they had "ditched" the call signal and used a different call signal every day as furnished by the other side.

Fehse then asked how the other messages were sent, that is, what kind of code was used. He gave him a rough explanation of the code without naming the book he used.

b7c  
FEHSE seemed satisfied with the information and handed him a long message, written in longhand, which he could not read very well. He handed it back to Fehse and asked him to type it up on his typewriter, and condense it and mail it to Box 574, Grand Central Annex. Fehse said that he would mail the message in the near future. It concerned ships which were in port, and related matters. He then asked Fehse if he was still in contact with [redacted] in Baltimore. Fehse said that he had never used [redacted] that he was there and available in case of emergency. He told Fehse that he might want to contact [redacted] by radio and asked him what his call letters were. Fehse did not know but said that he would write to him and see what his feelings were at that time. Fehse then handed him an envelope containing photographs and negative photostats and asked him to make microphotographs of these items. These items are as follows:

(S. 1672 - P. 12)  
(Exhibit 1A6-1).

FEHSE requested him to return the originals together with the microphotographs on the following Monday afternoon, July 8th at 4:00 P.M. at Columbus Circle.

From the conversation with these men on this occasion he gathered the impression that the "M" Division does not have a bank account but that the money referred to by Siegler as previously reported is private funds held by Stigler in local banks from which he could draw money to loan to him, SEBOLD.

65-1819

He will also testify that the conversation carried on between these men was mostly in whispers. He asked them if they knew a man named RECHER. Fehse said he heard the name but did not know the man. Fehse also said that he did not know of any contacts in Mexico or on the west coast, but that such contacts would probably come in the near future by radio. He asked Fehse if there was any other division in America then besides the Marine Division and the Air Division. Fehse did not know of any, and he asked him if he knew of such a thing as a Sabotage Division. Fehse said that he did not believe Germany would engage in Sabotage at that time, or until such time as there was a very great need for such action. Fehse asked him if he was going to organize a Sabotage Division. He told him that he probably would if the need arose and asked him, Fehse, to send any logical recruits to him who might engage in Sabotage. Fehse said that he would do so.

After separating from Siegler and Fehse, he handed Siegler the blueprint of the Lockheed Hudson Bomber which he had received from Roeder.

(Exhibit 1A13 - 73).

It was handed to him in a copy of POPULAR AVIATION MAGAZINE. He also handed Siegler a set of microphotographs of the numerous patents which DUQUESNE had mailed to him; also microphotographs of the three letters which had been turned over to him by LILLY STEIN and which were signed "HEINRICH". The letters were dated June 5, 11, and 18, 1940.

(Exhibit 1A8 - 12).

Also a microphotograph of ROEDER'S answer to the microphotographic instructions which he had handed him on their first meeting. Siegler already had microphotographic copies of the magazine articles and the first patent which concerned sighting device for airplanes which had been handed to him, Sebald, by Duquesne.

Siegler stated that the S.S. MANHATTAN expected to sail on July 2nd, 1940, for Lisbon, Portugal and that he had heard that the crew might not be allowed to leave the ship at Lisbon. He, therefore, asked him, Sebald, to send the following message which he wrote out in his own handwriting and handed to him. The message is in German, and when translated, read as follows:-

65-1819

"

b7c If neither of us comes from on board ship, [redacted] should try to get in a small boat as a peddler and come to the port side midships under a porthole where an antenna or stick hangs out with a tin can attached to a line between 17 and 20 o'clock."

(S. 1672 ~ P. 14)  
(Exhibit 1A14-36).  
(Q 103).

SIEGLER also said that from then on he intended to use the name METZGER in this business. This word, translated from the German, means "butcher".

July 2,  
1940.

He will testify from his notes

(Exhibit 1A19-13)

b7c that he went to LILLY STEIN'S apartment, 127 East 54th Street, New York City, and she immediately asked him about money, stating that she had to have about one hundred dollars immediately as the real estate people wanted payment by July 3, 1940. She asked him to try to secure some money for her some way. He told her that he would do the best he could in trying to help her with her finances, and he told her that the money was being sent for her by way of the MANHATTAN and he would give her the money as soon as the ship returned. She stated that with reference to the individual whom she called [redacted] upon their previous meeting that he had told her that he had been to the Catskill Mountains "chasing somebody who was supposed to have propaganda"; that this "somebody" was a man of means whom a lot of people suspected of preparing propaganda; that he observed this man's chauffeur and gardener and then discovered a printing press for Nazi propaganda; that the man always says "my office" when speaking about his activities; that he is now out of town.

65-1819

LILLY STEIN also stated that she had learned through a girl friend of hers that two Japanese submarines were situated near the Panama Canal, which caused the precautions to be taken by the United States, as reported in the newspapers.

(S. 1640 - P. 20).

SEBOLD will further testify that he discussed with Agent Ellsworth the following message to be sent to Germany, which they encoded:-

"

July 2 4:00 240 Letters Msg. No. 20

Siegler says if no one comes off the ship, [REDACTED] should try to come in a small boat as a peddler to the port side midships at the lower porthole from which appears an antenna or stick with a tin can tied to a string, between 17 and 20 o'clock."

b7C

(S. 1632 - P. 23).

This message was in code, and turned over to Agent [REDACTED] at the radio station for transmission to Station AOR.

July 3,  
1940.

SEBOLD will testify that due to the fact that Thursday, which was the day he had made an appointment to see DUQUESNE, was the 4th of July, he sent the following telegram from Hempstead, Long Island to Duquesne at 60 Wall Tower, Room 805:-

"

MEET ME FRIDAY INSTEAD OF TOMORROW HARRY"

He also discussed with Agent Ellsworth Message #21 to be sent to Germany, which they encoded and which when translated read as follows:-

65-1819

"  
 July 3                      4:00                      400 Letters                      Msg. No. 21

Roeder says Grumman F-four attack fighter is equipped with six thirty caliber machine guns mounted in wings with provision for thirty seven mm cannon and racks under wings for four hundred pound bombs. Top speed three hundred forty miles per hour. Powered by one Wright cyclone seven hundred horsepower engine. Eighty one ships ordered for U S Navy. Order cancelled and transferred to English. Have only thirty engines for the planes.  
 "

(S. 1632 - P. 26)

He will also testify from his notes

(Exhibit 1A13-22)

that ROEDER, in his automobile, picked him up at about 8:00 P.M. in Hempstead, Long Island, at the corner of Jackson and Washington Streets.

(S. 2138 - P. 4).

Roeder then drove him around until about 9:00 P.M. During this period Roeder seemed to be in fairly good spirits and he was particularly enthusiastic over the nomination of WENDELL WILLKIE for President of the United States and stated that Willkie had a lot of common sense. He then made very derisive remarks concerning "Stab in the Back Roosevelt". He talked quite a bit about his target shooting and showed him his pistol, the same being a .22 calibre Colt Woodsman. Roeder handed him two .30 calibre cartridges, one of which was Service Ammunition marked FA-32 and the other a Tracer Bullet marked FA-38, and two bullets, one of which is a newly developed incendiary bullet, according to ROEDER. It had a blue nose.

(Exhibit 1A12-84)

65-1819

He then dictated the following information to be sent to Germany along with these cartridges and bullets:

The service cartridge is loaded with 49 grains DuPont No. 1127 powder. Bullet weight 173 grains. Muzzle velocity 2760 foot seconds. Incendiary bullet weighs 148 grains. Load 46 grains DuPont No. 1127 powder. Muzzle velocity 2940 foot seconds. Incendiary mixture burns for 60 seconds and loses 5 grains in weight in time of flight over 600 yards."

Roeder stated that he could get more of such bullets if necessary. He also stated that their new .50 calibre and 27 mm. bullets <sup>are</sup> coming out. He also said that 1700 bomb sights are on order at Sperry's; that they are a simplified type, combining functions of the bombsight and three axis pilots. Designs are scheduled to be completed and production to be under way before October first. Roeder stated that tooling is designed on a basis of 20,000 sights.

b7C He also said that one [REDACTED] either [REDACTED] under supervision of Sperry engineers. He thought this information might be of interest to the other side.

ROEDER also handed him another large blueprint bearing the inscription "Traced from Lockheed Aircraft Corp. Drawing No. 169,278--Correction Date Feb. 26, 1940. Ship's Wiring Diagram--Sperry--Lockheed. Drawing No. SK 1212." Roeder stated that this was a better drawing than the one that he had previously given him and which had already been sent to Germany.

July 5,  
1940.

He will testify that he went to the usual meeting place in front of the building housing the MALT PRINTING COMPANY, 84 West Broadway, New York City, at 2:00 P.M. and waited but HUQUENNE did not show up. Subsequently, on the same day he received a post card addressed to himself at Hempstead, Long Island, which was handwritten, postmarked July 5, 1940, at New York, N.Y. and contained the following message:-

65-1819

"  
 Cannot make it. Will get in touch later.  
 Will try Saturday. Will wire first.

Truly,

Jim. "

(Exhibit 1A3-254 and 256)  
 (Q 108).  
 (S. 1812 - P. 5).

He will further testify that he received at Post Office Box 574, Grand Central Annex, a card from the Postmaster at Newark, New Jersey, advising him that a letter was being held for him without postage on it.

(S. 1672 - P. 21)

He sent the card back to the Postmaster at Newark, with a three cent stamp. He will also testify that he telephoned to LILLY STEIN at her apartment, and advised her that he was unable to get any money for her.

(S. 1640 - P. 21)

He will also testify from his notes

(Exhibit 1A19-13)

that on the same date he received a letter from LILLY STEIN, addressed to himself as HARRY SAWYER at Post Office Box 574, Grand Central Annex, postmarked New York, July 4, 1940 at 8:30 P.M. which read:-

"  
 S.O.S. Most see you. <sup>b7C</sup> [redacted] wants the same.

L."

(Exhibit 1A19-73)  
 (Q.104 and 105).

Upon receipt of this communication he telephoned to her at her apartment and then went to see her, arriving about 11:50 A.M.



65-1819

She told him that she was having considerable trouble about her money matters. He tried to allay her <sup>fears</sup> perhaps by telling her that she would probably not be "kicked out" of her residence, and that money would be back for her in a week or two. She then handed him two letters from HEINRICH in Detroit.

One was mailed July 2, and bears the date July 1, 1940. The other was mailed July 3, but bore the date on the letter, July 5, 1940.

(Exhibit 1A8-14, 15 and 16.)

(Q 122 - 130).

These letters read as follows:-

(S. 1754 - P. 4, 5, 6, 7, 8, 9, 10, 11, 12 and 13.)

65-1819

July 1st.40.

Here is some interesting data on Deliveries made since September 1st 1939 including to end of May 1940.

Released from U.S.A. Navy Curtiss P 40	300
" " " Army Lockheed C.37	200
Supplied from Manufacturer Curtiss 75A Hawk	400
" " Lockheed Hudson Bombers Mod.14.	400
" " to Canada and England N.A. Trainers	320
" " from May production 1940	550

---

Total supplied to Allies until end May 1940 2170.

Estimated supply from manufacturers during June  
from a total American production of 800 planes 500  
special release from Army, originally destined for  
France, but now being absorbed by England. Old Northrops 280

---

Total supply by June 30 2950.

The actual June delivery figures are not yet available, but on June 16th, 140 planes, were lying in the warehouses, waiting for steamship facilities.

---

Orders placed from the Allies with American manufacturers and since the French capitulation, taken over for delivery by England:

Lockheed P 38. Pursuit Planes	800
Lockheed bombers (improved Hudson bomber Mod.14.	700
Curtiss-Wright P40 B.	1500
Bell Airacobra Fighters	200
Optional orders for Martin and Douglas bombers to be supplied within 18 months and which would be in part absorbed by the U.S.A. government in case England can for unforeseen circumstances not take delivery	4250

---

Total units on order not delivered by June 30th.40. 7450  
According to delivery chart as shown above supplied until end of June 40 2950

Gross total supplied  
and ordered 10400 planes

65-1819

" These figures seem to be correct, inasmuch as the chief of the Allied Purchase commission stated recently that France and England had so far placed orders for about 10150 planes.

Of the above 7450 planes at least 3600 will be equipped with the Allison liquid cooled engine, 1400 with Pratt & Whitney and Curtiss-Wright engines, the remainder 2450 engines are still pending decision. Out of the total of 7450 planes, 4800 will be bombers.

for Production see Sheet 2.

July 1st. 40.

Production figures of American Aeroplane Industry 1939.

Total production of commercial planes in this country was 3715

viz. light planes	3221
3 to 5 seaters	465
6 to 20 seaters	22
multi-engined	102
special built	5

	total commercial	3715
total military craft produced in 1939		2400

Production for the entire American Aeroplane Industry 6115

Production figures and Program for 1940.

In the commercial field, manufacturers expect a 300% increase in their business. Of the big plants, Lockheed is very busy with large orders for his new 14 Passenger Loadstar. This firm has booked orders not only for American enterprises but several South American lines as well as South African and French Colonial lines have placed considerable business for this type plane, superseding in some places German equipment. Boeing and Curtiss Wright are going in strong for Stratosphere ships besides their other commercial types and the sport and private plane

65-1819

business has never before been so blessed with orders as at present. The reasons for the boom are very efficient service on part of the transportation companies, low transportation rates and for sportplanes it is largely the concentrated effort of private flying clubs to train pilots. Actual and estimated production figures for 1940 are as follows:

Actually produced on military planes from January to 30 April	1200
" " " " " during May	550
" " " " " June	800
Estimated production for the balance of the last 6 months in this current year, per month an average of 2333 planes	14000

Total estimated production during 1940 for military craft	16550
---	-------

Checking over these figures from an other point of view, the information I have given you above appears to be correct, because the total amount of unfilled war orders now on the books of seven, of the leading manufacturers is valued at 600 000 000 \$. Calculating that 15000 planes of the 16550 to be built during this year are still to be produced, the price per average warplane would be about 40 000 Dollars, which sum is about the price the Allies are paying per ship. Furthermore this production figure of about 16000 planes is also confirmed through estimates, made by such prominent people as secretary of war Johnson and Rear Admiral Towers. This was published in a recent magazine.

see page 3.

page 3.

July 1st.40

Production figures and production program 1940 continued.

As shown on the previous page, Allied unfilled orders are	7450
Unfilled orders from the U.S.A. for own use are:	
North-American PT14, Trainers	
Fairchild PT19 " " " }	2200
Stearman " " " }	
Spartan " " " }	
Curtis Wright P40 Pursuit 1200 HP Allison engine	500
Bell Aircraft P39 " 1200 HP " "	200
Grumman Aircraft Eng. Corp. XF5F-1 " "	200
" " " " XF5F-1 Pratt & Whitney	200
Lockheed Aircraft P.38 Pursuit " "	100
Douglas Aircraft B.23 Bombers Wright-Cyclone	200
Boeing Aircraft B17. Bombers " " 1500-1700HP.	220
Martin bombers 167W	200
Consolidated Aircraft XB24. bombers 4 " " each 1200 HP.	100
Total Allied and American orders on hand and unfilled	11570

65-1819

"

Additional American orders on a very big scale will be placed very shortly, i.e. as soon as the experts have decided what planes are best suitable for the defense of this country. Congress has allowed the expense involved to build at least 50000 planes, and has appropriated big funds for the expansion of the various plants. New orders will include; Brewster XF2A-1 fighters, Grumman XF4F-2 fighters, Douglas B18-A, DB7, and B8A bombers, Republic XP41 Pursuit (formerly Seversky). There will also be orders for Vultee YA 19 Attack, Vought-Sikorski Scout bombers, Douglas XTBD-1 Torpedo bombers, BT-1 Dive Bombers etc.etc.

The present difficulty is in the bottleneck constituted by lack of big engine manufacturing capacity. This is however being overcome very fast. Allison in Indianapolis and Wright Whirlwind have practically finished their plant expansion and Pratt and Whitney are working very fast at it. There is no doubt in my mind that inside of 6 months, the local Aeroplane Industry can turn out at least 5000 big planes per month. I do not consider it an exaggeration if Henry Ford states that he alone can build 1000 planes per day, 6 months after he receives definite orders and instructions what to build. Fortunately the genius of the Industry refuses to build Aeroplanes for any of the fighting nations, but for defense only. Nevertheless, General Motors and Chrysler are very big concerns and should the necessity arise i can see 1000 planes per day by the end of 1941 if not earlier.

Until further your

Heinrich.

65-1819

"

July 5th. 40.

List of 29 different military planes now in production  
delivery of which to the Allies has not been permitted.  
Mechanical details kept secret on these planes.

Manufacturers name and location

type.

Brewster Aeronautical Corporation  
Long Island City, N.Y.

Brewster XF2A-1 Fighter

Curtiss Aeroplane, Div. of  
Curtiss Wright Corporation  
Buffalo, N.Y.

Curtiss YP40. Pursuit

" XP42 Pursuit

" XP37 Pursuit

" Scout Observation

" P.36 Pursuit

Douglas Aircraft Comp. Inc.  
Santa Monica. Calif.

Douglas B.23 bomber

" B18A bomber

" DB7 bomber

" TBD.1 Torpedo-bomber

" BT.1 Dive bomber

Grumman Aircraft Engineering Corp.  
Bethpage, Long Island, N.Y.

Grumman XF4F.2 Fighter

" F3F.1 Fighter

Bell Aircraft (These planes have liquid-  
Buffalo, N.Y. cooled engines, Allison 12  
cylinders 1200HP. Maxim.  
speed 400 miles per hour  
cruising 325 " " "  
tricycle landing gear, wing-  
load 28,2lbs per sq. foot  
stalling speed below 70mi-  
les per hour.

Bell Aircobra P39. Pursuit Inter  
Airacuda P.40 xxxxxx ceptor  
Fighter

( in mass production

Boeing Aircraft Comp.  
Seattle.

Boeing XB.15 Bomber  
( In mass production)

Consolidated Aircraft Corporation  
San Diego, Calif. (The XB24 is now in)  
mass production.

XPBY.5.1 Amphibian

XB.24 bomber

PBY Patrol bomber

Lockheed Aircraft Corporation  
Burbank. Calif.

Lockheed XP38 Pursuit-Interceptor

65-1819

Republic Aviation Corporation  
Farmingdale L. Island. N.Y.  
(This was formerly Seversky)

Ryan Aeronautical Comp.  
San Diego. Calif.  
Vought Sikorski, Division of  
United Aircraft Corporation  
Stratford, Conn.

Vultee Aircraft Division  
Downey, Calif.

Republic XP41. Pursuit

Ryan YO51 Observation

XXXXXXX observation scout  
Patrol bomber  
Scout bomber  
XOS2U.1 Utility plane  
Coast Guard

Vultee YA19 Attack plane  
" Vanguard Pursuit

Heinrich.

65-1819

"

July 5th 1940.

The following 45 types of military craft are now in use in the U.S.A. some of them are still being manufactured others are being obsoleted, but for all of these types export permit for the Allies have been granted by the government.

Manufacturers name and location. Type of plane, Motors, characteristics.

Beech Aircraft Corporation Wichita. Kansas.	Beechcraft A.T.-185 All purpose. PR.&W. Wasp 450HP. 2300 rpm.f.takeoff.
Bell Aircraft Buffalo. N.Y.	B.G.1 Scout bomber Wright-Cyclone 755HP.2100 rpm. 3444 mtr.
Bellanca Aircraft Corp. New Castle. Delaware.	Bellanca Model 77-320.Torpedo-bomb.4seats two Wright-Cyclone double row,1600HP each for take off.-1350HP at 1520 meters.  Bellanca, Model 28-110.2seat-fightbomber Pratt&Whitney 1000HP.2700rpm. 2438 mtr. 950" 2700 " 4970 "
Brewster Aeronautical Corporation Long Island City, N.Y.	Model 138 Scout bomber 2 seater Wright-Cyclone 750 HP.2100rpm. at 4663 mtr.
Boeing Aircraft Comp. Seattle	Boeing B17B. bomber 7-9seater 4Wright engines each 1200 HP.take off.
Consolidated Aircraft Corporation San Diego. Calif.	Military Flying boat 5-9seater P.&W. Twin Wasp each 1050HP.2550 rpm at 2377 mtr.
Curtiss Aeroplane Division Curtiss Wright Corporation Buffalo, N.Y.	Curtiss Hawk 75. single seater 1 Wright Cyclone 840HP.2100rpm at 2651 mtr. Curtiss Hawk 75A. single seater 1Wright-Cyclone 900HP.2200rpm. at 5486 mtr. Curtiss Seagull 2seater scout observation 1 P&W. Wasp 550HP.2100rpm. at 1524 mtr. Curtiss Model 76B.2seater Attack plane 2 Wright-Cyclone 840HP. each at 3100 mtr. Curtiss Helldiver 77.2seater scout bomber 1Wright-Cyclone,840HP.2100rpm. at 3200 mt



65-1819

"

8 types

Douglas Aircraft Co. Inc.  
Santa Monica, Calif.

Fairchild Aircraft Division  
Fairchild Engine & Airplane Corp.  
Hagerstown, Md.

Curtiss-Wright Model CW21 single seat-  
interceptor-fighter.

1 Wright-Cyclone 850HP. 2100rpm. 1828 mtr.

Curtiss-Wright CW 23. Basic-Combat.

P. & W. Wasp. 550HP. 2300RPM. at 1524 mtr.

400HP. 2000 " " 3230 "

Curtiss-Wright Model CW.22 Falcon. 2 seater  
Wright-Whirlwind 420HP. 2200rpm. at 426 mtr

Model 8A. Attack bomber, 2 seater  
Pratt & Whitney 1050HP. at 2700rpm.  
1000 " " 2350 "

Fairchild M 62. Trainer, 2 seater  
175 HP. Ranger engine. 2450 rpm.

continuation of details for 45 types of military craft. July 5th. 40.

Manufacturers name and location      Type of plane, Motors, characteristics.

Grumman Aircraft Engineering Corp.  
Betpage. L.I. N.Y.

Model G37, single seater fighter  
Wright-Cyclone 750HP. 2100rpm. 4633mtr.  
Model G37, single seater fighter  
P.&W. twin Wasp 900HP 2700rpm 5303 mtr.  
also supplied with  
Wright-Cyclone 1000HP 2500rpm 4114 ".  
Model 21B. 3-4 seater coastal patrol  
with 2 P.W. Wasp jr. each 400 HP. 1524 mtr

Hall Aluminum Aircraft Corporation  
Bristol. Pa.

Model P.H.3. 4-7 seater Patrol-Rescue  
2 Wright-Cyclone each 750HP. 1950 rpm.  
at 975 mtr.

Kellett Autogiro Corporation  
Philadelphia. Pa.

Model K.D.1A. 2 seater Observation  
Jacobs engine 225HP. at 2000rpm.

The Glenn Martin Corporation  
Baltimore, Md.

Model M 167W. Martin Attack bomber  
2P.&W. twin wasp 1050HP each 2700rpm.  
at 2347 mtr.

North American Aviation Inc.  
Inglewood, Calif.

Model NA 50. single seat pursuit  
WR.-Cycl. 840HP. 2100rpm. at 2347 mtr.  
Model NA 25. 3 seat observation  
WR.-Cycl. 860HP. 2300rpm. 3200 mtr.

65-1819

"

Model NA 44. 2seater Attack dive bomber  
WR.-Cycl. 745HP. 2100rpm. at 2926 mtr.

Model NA 40. 5 seater bomber  
2 WR.-Cycl. double row 1350HP. each  
2300rpm. at 1524 mtr.

Model BT-14 Trainer, 2 seater  
Wright-Whirlwind 420HP 2200rpm 426 mtr

Model NA 16-3 Trainer 2seater  
P.&W. 550HP. 2200rpm. 1424 mtr.

Model NA 35. primary Trainer 2 seater  
150HP. Menasco engine, aircooled, in-  
verted type 4cyl. 2260rpm. at 914 mtr.

7 models

Phillips Aviation Comp.  
Los Angeles Calif.

Model XPT-1. 2 seater Trainer  
165HP. Ranger Engine 2450 rpm. in-  
verted 6 cyl. aircooled.

Republic Aviation Corporation  
Farmingdale. L.I. N.Y.  
(formerly Seversky)

Model 100. E.P.1. single seater Pursui  
P.&W. TwinWasp 950HP. at 4358 mtr.  
Model 200. E.P. 2. 2seater Pursuit  
same motor as E.P.1.

Ryan Aeronautical Co.  
San Diego. Calif.

Model STM-2. Trainer 2 seater  
Menasco 125 and 175 rpm ) at 914 mtr.  
Menasco 150 HP. 2260 " )  
these are 4 cyl. aircooled) inverted.

St. Louis Aircraft Corp. Sub. of  
St. Louis Car Co.  
St. Louis. Missouri.

Model PT. 2seater primary Trainer  
Wright Whirlwind 235HP. 2000rpm.  
also Wright Whirlwind 285HP. 2100 "

continued on sheet 3.

sheet 3.

July 5th. 1940.

continuation of details for 45 types of military craft.

Manufacturers name and location.	Type of plan, Motors, Characteristics.
Stearman Aircraft division of Boeing Airplane Comp. Wichita. Kansas.	Model A 75 L-3. 2seater Trainer Lycoming aircooled radial engines 146HP. 1810rpm. 225HP. 2100rpm. Model 76D 3. 2 seater Trainer

65-1819

"

P.&W. Wasp jr. 400HP. 2200rpm.  
 Model 76C 3,2 seater Trainer  
 Wright-Whirlwind 275HP. 1900 rpm. 1900  
 Wright-Whirlwind 420HP. 2200 "  
 Model 76B. 1 2seater Navy Trainer  
 P.&W. Wasp jr. 320HP. 2000rpm  
 Model 100. XA21. 4seater attack bomber  
 2 P.&W. Twin Wasp each 1400 HP. 2800 rpm  
 at 2438 mtr.

5 models

Vought Sikorski,  
 Div. of United Aircraft Corp.  
 Stratford, Conn.

Model V 156. Dive bomber 2 seater  
 P.& W. 750HP. 2550rpm. at 2743 mtr.

Vultee Aircraft Division  
 Downey, Calif.

Vultee Attack bomber V-12A. 3 seater  
 either 1 Wr.-Cyl. 1600HP. 2400rpm. 456 mtr.  
 or 1 " " 900" 1900 " 4267 "  
 Vultee Attack bomber V.11. 3 seater  
 1 WR.-Cyl. 1600HP. 2400rpm 456 mtr.  
 Vultee Valiant 51. 2seat basic-combat  
 advance trainer  
 either P.& W. Wasp 300HP. 2000rpm. 3605 mtr.  
 or " " " 550HP 2200 " 2438 "  
 Vultee Valiant 54 2seat basic Trainer  
 P.& W. Wasp jr. 450HP. 2300rpm.  
 Vultee Pursuit-Vanguard 48. single seat  
 either Wr.-Cyl. 1600HP. 2400rpm. 2865 mtr.  
 or P.& W? 1200rpm. 2865 mtr.

Separate list of engine makers segregated by types will follow.

Heinrich."

65-1819

He left her telling her that he would get in touch with her if anything developed.

(S. 1754 - P. 3)

He will further testify that Agent [redacted] turned over to Agent Ellsworth and himself Message #15, which, when decoded and translated, read as follows:

"

July 5 12:30 240 Letters Message No. 15

Assistance will be rendered Lang by [redacted]  
Mexico, D.F. [redacted]

[redacted] will be in Mexico towards the end of August. Lang should notify [redacted] in writing the date of his arrival. Password - Greetings from Dr. Rantzau. Best wishes."

(S. 1632 - P. 28)

July 6,  
1940.

He will testify further that he wrote out and mailed to HERMAN LANG, addressed to 74-36 64th Place, Glendale, Long Island, the following letter:

"

July 6, 1940

Dear Mr. Lang,

Please write me when and where I can meet you some time this week.

Harry Sawyer  
Box 574  
Grand Central Annex  
New York City

(S. 1930 - P. 12)

July 8,  
1940.

He will testify that he received, addressed to himself as HARRY SAWYER, at Post Office Box 574, Grand Central Annex, New York City, the following letter from PAUL FENSE, which had been forwarded from the Postmaster at Newark and which was postmarked at Newark, New Jersey, July 2, 1940 and which

65-1819

also bore on the reverse side of the envelope the Newark postmark of July 6, 1940. The letter reads as follows:-

"  
F.

July 2, 1940.

Queen Elizabeth has about ten thousand tons of oil and benzine on board in barrels as well as fuel for her own needs. Reported. I learned today from reliable source she has recently received from England two propellers, each weighing thirty-five tons. She will get another thousand tons on board. According to source, she will go to Australia to be used as a troop transport. Appearance exactly as reported. Armament nowhere in evidence. According to source, she should sail within fourteen days.

Belgian ship Ville de Arlon sailed with her usual load of copper, molasses, machine parts, motors. She also has horses on deck. Ville de Hasselt is likewise fully loaded and leaves the harbor on Wednesday. Both ships also have airplane parts on board packed in large boxes. Destination is Liverpool. English ship Britannic sails this evening, carries besides many airplane motors about a total of twelve heavy bombers on deck, like the Ile de France. Dutch Ship Delftdyk has loaded heavily, carries approximately fifteen fighting planes unpacked on deck. Belgian ships Mercier and Jean Jadot still lie here after they were half-loaded for France. They have hundreds of autos and trucks on board as well as many provisions. Not loading at present. The same is true of the Norwegian ship Berganger which is heavily loaded and still lies here. She was intended for France.

Arrivals are the English ship Western Prince, appearance as previous except for a new wire ring against mines; further, the English ship Kaituna with two cannon aft and mine ring; Dutch ship Volendam, hull painted black, upper structure and two smokestacks brown, not armed, has mine ring. This ship was in convoy first three days and traveled a far northern route, trip taking fourteen days. All the large Dutch freighters described in last writing are now fully loaded and have left for England."

(S. 1672 - P. 21 and 22.)  
(Exhibit 1A6-6  
Q114 and 115).

65-1819

SEBOLD will further testify from his notes

(Exhibit 1A6-5)

that he went to Columbus Circle, New York City, and at about 4:00 P.M. met PAUL FEHSE, which was according to the plans made at their previous meeting. He asked Fehse why he had sent a letter without any stamp on it, and pointed out the danger of the letter being opened by the post office. Fehse stated that he could not account for having mailed the letter without a stamp. He suggested to Fehse that he send his messages daily by mail rather than send a long message like the one which he had received, advising that he could not be on the air very long at one time with a coded message for fear of being suspected by anyone listening in to the message. He also advised Fehse that he would rather send short communications each day. Fehse said that he would try to mail a message for transmittal each day.

He then handed FEHSE two photographic copies of the microphotographs which were of the six large photographs which had been handed to him by Fehse on July 1, 1940. The microphotographs had been turned over to him by Agent Ellsworth. He also handed Fehse the original large photographs and Fehse handed them back, and asked him to destroy them.

He then asked Fehse how he had made contact with the Marine Division. Fehse stated that he used to make trips on a ship between England, Norway, and Germany, and that he made private observations of activities, ships and harbors in these countries. He stated that upon his return each trip to Germany he reported his observations to the authorities there. Finally he received a request to come to Hamburg where he was interviewed at length about his family and his connections. He stated that he has a wife and child living in Hamburg. The authorities, particularly, GERHOFF, tried to induce him to join up with the Espionage Service but he declined to work for them at first. However, they eventually convinced him in some way, which he did not disclose, that he should go to work for them and he was sent to the headquarters in Hamburg where he was trained for four weeks in codes, invisible inks, et cetera. He was then sent to the United States on board the S.S. EXCAMBION. He said that he arrived in February of 1940.

From his conversation it appeared that he was in charge of the operations of the MARINE DIVISION in the United States.

65-1819

FENSE told him that he used to send his messages to Germany by cable, in code, but that the cable office would "jumble" his numbers so that the code could not be read on the other side. He also said that while he was still in Germany he asked the authorities if he should use Phosphorous pencils in the United States for the purpose of setting ships on fire and he was told that such action was not necessary yet and that he should not engage in such activities. He stated that he had introduced SIEGLER and STIGLER to the authorities on the other side. He also said that his superior officer, GERHOFF, was a Marine Admiral but that he is now in charge of a division of the Secret Service. He stated that when he left Germany he was given the names and addresses of four individuals whom he should investigate here, and if he felt that they were reliable he was permitted to "draft" them into the Service.

He said that the next time he met him, SEBOLD, that he would give him these names and addresses. He also said that he would show him his code at their next meeting. They arranged to meet at the same time and place on Monday evening, July 15, 1940.

(S. 1672 - P. 23)

SEBOLD will also testify that on the same day he received a letter addressed to himself as HARRY SAWYER at his Hempstead address, which was postmarked New York, N. Y., July 7, 1940, which read as follows:

"

July 7

I will be at the boat at 3 to see you if possible. Try.

J. with care "

(Exhibit 1A3-258 and 259)

(Q112 and 113).

(S. 1812 - P. 6).

b7C He will further testify that during that same day he discussed with Agent Ellsworth the following message which they encoded, and turned over to Agent [REDACTED] for transmittal to Station AOR, which when

65-1819

translated, reads as follows:

"

July 8 6:00 340 Letters Mag. No. 22

Fehse M Division says Queen Elizabeth has about 10,000 tons of oil and benzine on board in barrels as well as fuel for her own needs. Have learned she has received two propellers from England each weighing 35 tons. She gets 1000 more beds and goes to Australia as troop transport within 14 days. No visible armament. Appearance exactly as reported.

"

(S. 1632 - P. 33)

July 9,  
1940.

He received at Post Office Box 574, Grand Central Annex a letter from LILLY STEIN which read as follows:-

"

7.8.40

Harry! Please something most be done, otherwise we'll starve this week. Hope with you everything is all right. Please call me. - - -

As ever

L. " "

(Exhibit 1A19-62 and 63)  
(Q106-107).

After receiving this letter he telephoned her at her apartment and asked her whether \$5.00 would help her. She said that it would, and requested him to come to see her right away.

He will testify from his notes

(1A19-13)

that he went to her apartment arriving about 12:30 P.M., and stayed about ten minutes during which time he handed her \$5.00 as a loan.



65-1819

She gave him the usual hard luck story and said that she did not know how she could get out of her troubles and stated that she had thirty cents left.

b7C She also stated that [redacted] had left for the west coast; that she had also learned, source not named, that a German by the name of [redacted] who was supposed to arrive on the Japanese Liner had been caught in Panama. She also said that the man that she had been telling him about who claimed to be a "G man" by the name of [redacted] had a telephone number - Canal 6-2062.

She requested to see him, SEBOLD, again on Saturday July 13, 1940 at 2:00 P.M.

(S. 1754 - P. 23)

SEBOLD will further testify that on July 9, 1940, in order to confirm the fact that he would meet DUQUESNE at the requested place he telephoned to his office and not finding him in left a message with the telephone operator to the effect that "CHARLEY the Printer" would like to see Duquesne at 2:00 P.M. on Wednesday.

On the same day he received a letter addressed to himself as HARRY SAWYER at Box 574, Grand Central Annex, postmarked Brooklyn, N.Y., July 9, 1940, 1:00 A.M. which contained a blank slip of paper (white paper) covering note on a slip of white paper the same size and reading as follows:-

"

July 8th, 1940

Dear Mr. Sawyer,

Please meet me after 7 P.M. on Wednesday the 10th or Thursday the 11th at my house.

Truly yours,

H. Lang.

(Exhibit 1A10-13)  
(Q131 and 132)  
(S. 1930 - P. 12)

65-1819

b7c He will also testify that with the assistance of Agent Ellsworth he wrote out and encoded a message which they turned over to Agent [REDACTED] for transmission to Station AOR. The message when translated read as follows:-

July 9                      6:00                      380 Letters                      Mag. No. 23

Fehse says Belgian ship Ville de Arlon sailed with load of copper, molasses, machine parts, motors, horses. Ville de Hasselt sailed Wednesday fully loaded. Both ships have airplane parts on board in boxes. Destination is Liverpool. English ship Brittannic sailed Tuesday. Has airplane motors and 12 heavy bombers on deck - as on Ile de France. Dutch ship Delftdyk loaded heavily - 15 fighting planes on her deck. Greetings. "

(S. 1632 - P. 34).

July 10,  
1940.

SEBOLD will testify from his notes

(Exhibit 1A3 - 18)

that at about 2:00 P.M. he met FREDERICK DUQUESNE at the New Jersey ferry in New York City, which ferry on their trip, was held up on account of trouble for about twenty minutes. He read to Duquesne a part of the message which concerned him that was received from Germany, as follows:-

"

Sending with S. 250 dollars for Dunn.  
All should report military and technical developments and deliveries to England.  
Dunn should not use wax system.

"

65-1819

DUQUESNE made no remark concerning this message, the fact that he should not use wax system, except to state that he had already sent several communications to the other side, employing that system. He said perhaps the British had gotten wise to it.

Duquesne then handed him the June 1940 issue of the CANADIAN AVIATION MAGAZINE

(Exhibit 1A3-292  
Q109)

and the following U. S. Patents:

#2 186 026	Aircraft armament.
#2 185 430	High speed displacement type hull
#2 185 431	High speed displacement type hull
#2 183 674	Internal combustion engine using hydrogen as fuel.

(Exhibit 1A3-308 and 309).

DUQUESNE also handed him the current sailing schedule of the American Export Lines, Inc.

(Exhibit 1A3-310).

He desired that the above material be transmitted to Germany. DUQUESNE also handed to him three sheets of plain white onion skin paper and instructed him to submerge these sheets in water and look for invisible writing which would come up.

(Exhibit 1A3-274  
Q116).

Duquesne stated that he, SEBOLD, should report to him at the next meeting what was on the sheets.

Sebold will testify that he and Agent Ellsworth subsequently submerged these sheets in water, and found the following writing:-

"

1. W. SEABOLD, New York, U.S.A.
2. In North America there are no lions.
3. Evelyn is from Texas.

DUQUESNE stated that in the future he might communicate with him, SEBOLD, by using this invisible writing. Duquesne also gave him a handwritten letter on a plain white piece of paper, which appeared to be the same handwriting used on the postcard which was received from Duquesne. Duquesne said that the information in this note came from a German out of England who had sold the information to the United States. He desired that this information be sent to Germany, and also that he, SEBOLD, should make a German translation thereof for him.

(Exhibit 1A3-262).

This note read as follows:-

"

The Channel drive will attempt a coastal attack on Britain and should take place in the early dawn or under cover of heavy fog by means of plane carriers displacing a hundred or more sea surface tanks, and possibly, armored sea scouts, decked with detachable hatches of corrugated steel plate having carrier decks for tanks and quarters for 500 men each. The tanks are projected from the carriers by skid ways supported by pontoons floats etc. The tanks being the advance attacking units followed by beaching the scows with the armed force.

If we can decipher the data correctly it seems that numbers of these units are supposed to be on ports of the Irish Free State or are to be sent there. H. destroyed the former data.

"

SEBOLD will testify that he could not understand why Duquesne should want this material written out for him in German nor what use he could make of it in the German language.

65-1819

DUQUESNE told him that he had been to Plattsburg and had observed the American Blitzkrieg manoeuvres; that he nearly "laughed himself to death" over the methods employed. For example, he said it was very funny to see an old automobile, on the side of which was printed, "This is a German tank" and to observe the efforts of the trainees in attacking the tank.

DUQUESNE then asked him a lot of questions about the radio, particularly, as to how much money had been spent in establishing it. He told Duquesne that the radio was all right there; that it was on the property of his friend, and that he had simply to use it, and that he would judge that his friend's equipment cost approximately one thousand dollars. Duquesne then asked how he, Duquesne, is referred to in radio messages from Germany. He told him that they call him "Dunn". Duquesne said that that was right. He then asked Duquesne why he was asking all of these funny questions, and Duquesne said, "Oh, I have known a lot of clever men in my life." He had a funny smile on his face when he made this statement.

DUQUESNE asked him if he knew anything about the S.S. ALGONQUIN, which, it will be recalled, burned at the dock. He told him that he recalled hearing about it, and Duquesne simply said that the next time he met him he would show him a little container about an inch long, which could be dropped and will set fire to a ship or a plant. He asked Duquesne what he knew about the bombing at the World's Fair, and Duquesne said that he had been questioned about it for two days after the bombing; that he knew nothing but in his opinion it was probably perpetrated by some Frenchman out of anger for the manner in which the English are now treating the French and their neighbor.

He then pointed out to Duquesne the dangers of using his Hempstead address for the transmission of materials to be sent to Germany and for letters and telegrams, and told Duquesne to send all materials, in the future, to Post Office Box 574, Grand Central Annex.

He also asked Duquesne if he ever knew a man by the name of RITTER. Duquesne said that he did; that he used to call Ritter "FATTY". (Sebold has identified NICHOLAS RITTER as being the DR. RENKEN whom he met in Germany and who gave him Lang's address). Duquesne then showed him a photostatic copy of an article out of an AMERICAN LEGION MAGAZINE which article contained his, Duquesne's, picture, and asked the question, "What has happened to the mysterious, super-magnetic Fritz Duquesne, the man who hated England so much and was Kaiser Bill's pet and the apple of the eye of Kaiser Franz Josef of Austria? Is he dead or alive?"

65-1819

Duquesne then dictated to him the following information which he requested to be transmitted to Germany,

" The Cambria and Sinieia (?) brought over children and unlisted passengers of British mission to U.S.A. Rothschilds are staying as guests with Morgans. Confidential report to White House that America will be able to produce 12,000 planes a year. Two 14 inch guns being removed from Sandy Hook to San Francisco and from there to Philippine Islands."

(S. 1812 -- P. 10 and 11.)

SEBOLD will further testify that upon leaving Duquesne and returning to his home in Hempstead, Long Island, he found a letter awaiting him, which was postmarked at New York, N.Y., July, date not readable, and which was addressed to himself as HARRY SAWYER. The letter read as follows:

" Try to make it Wednesday same time, at boat.

J.

(Exhibit 1A3-264 and 266)  
(Q110 and 111)  
(S. 1812 -- P. 6)

He will further testify from his notes

(Exhibit 1A13-22)

that EVERITT ROEDER, in his automobile, picked him up at Hempstead, L.I. at the usual meeting place near Jackson Avenue and Washington Street, at about 8:00 P.M. and they rode about, in Roeder's car, during which period Roeder asked him whether or not he had sent the material to the other side, which he gave him at the last meeting. He told him that he had sent the bullets and the blueprint.

65-1819

ROEDER asked whether he was certain that the \$500 was coming for him. He told him that he was, providing his contacts on the MANHATTAN were able to make contact at Lisbon.

Roeder then handed him a group of papers entitled, "Sperry Gyroscope Co., Inc., Brooklyn, N.Y. Standard Practice Instructions". These instructions relate to considerable technical information of the Sperry plant, including sand casting and die casting alloys, tool dimensions, dimensional tolerances, physical and mechanical properties, wood screws, purchasing information, etc. Roeder then asked him to make microphotographs of this material and transmit them to Germany.

Roeder also handed him an article, which is a reprint from ELECTRICAL ENGINEERING, published monthly by the American Institute of Electrical Engineers, June 1937, which was entitled, "Technical Plans of small gyroscope rollers, by O.E. Esval, Associate A.I.E.E. and C.A. Frische, Member, American Phys. Society."

b7C Roeder requested that this document be returned to him. It will be noted that in the upper right hand corner of the first page is written in pencil the name [REDACTED]. At the time of receiving this document, he, SEBOLD, wrote in his own handwriting in the upper left hand corner of the document, "Beschreibung" and in the lower left hand corner the word, "return".

Roeder also handed him the Sperry Bulletin for May 9, 1940, on the first page of which begins an article presenting parts of a speech made by E. D. BARRY, who has been in Ottawa, cooperating with the R.A.F. in the Empire Training Scheme.

Roeder also handed him a copy of the "New York National Guardsman" magazine for October 1938 on page 2 of which there begins an article including diagrams of the parts on the Garand rifle. Roeder requested that all of these items be transmitted, in whatever way he saw proper, to Germany.

(Exhibits 1A13-91, 94, 95, 96, 97, 98 and 106.)

Roeder then dictated to him the following information to be transmitted to Germany:-

65-1819

"

The program on bombsights has been changed to 20 for the month of October, 140 for November, 360 for December, 500 for January, and 500 each month thereafter. The bombsight is being redesigned."

(S. 2138 - P. 6)

SEBOLD will further testify that with Agent Ellsworth he wrote up and encoded the following message for transmission to Germany:-

"

July 10                      4:00                      560 Letters                      Msg.No. 24

Fehse says Belgian ships Mercier and Jean Jadot lie here half loaded for France. Have hundreds of autos and trucks, many provisions on board. Not loading at this time. Norwegian ship Berganger heavily loaded. Was for France. Still lies here. Arrivals are English ship Western Prince-appearance as before, except wire ring against mines is new. English ship Katuna, has two cannon aft and mine ring. Dutch ship Vollen-dam, hull painted black, upper structure and smokestacks brown, not armed, has mine ring. Was in convoy three days. Sailed for northern route. Trip time 14 days. All Dutch ships described in last writing have sailed for England fully loaded.

(S. 1632 - P. 37).

b7c

That Agent [REDACTED] turned over to Agent Ellsworth and himself Message #16, which he stated was received from Station ACR and which when decoded and translated read as follows:



65-1819

"  
 July 10 14:30 180 Letters Msg. No. 16

How many Allison motors made in series in Indianapolis have been delivered up to now and when. How many Allison motors were manufactured in General Motors works before Autumn 1939. "

(S. 1632 - P. 36).

SEBOLD will further testify from his notes

(1A13 - 22)

that ROEDER, driving his automobile, met him in Hempstead, near his home at about 8:00 P.M.

July 11,  
 1940.

SEBOLD will further testify that Agent [redacted] turned over to Agent Ellsworth and himself Message #17, received from Germany, which, when decoded and translated reads as follows:

"  
 July 11 14:55 260 Letters Msg. No. 17

Send via Manhattan to [redacted] Lisbon for forwarding Air Army and Navy Journal Number NAB one five forty. Army and Navy Register Number NAB one five forty. Wall Street Journal Number NAK one seven forty and current issues. Many greetings. "

(S. 2010 - P. 3)

He will testify from his notes

(Exhibit 1A10-4)

that at about 7:25 P.M. he went to the home of HERMAN LANG located at 74-36 64th Place, Glendale, Long Island,

65-1819

b7C where he met HERMAN LANG; that he spent about one hour in conversation with him. Herman Lang met him at the door, and said that he could not talk at that time because his cousin and his cousin's child were there. He asked him to wait until the cousin left. He waited about twenty minutes when the cousin left. He then handed to Lang the message which he had received from Germany by radio, Message #15, which was written in the German language. He then wrote down for Lang the address of [REDACTED] in Mexico, and the password and handed the same to LANG retaining his original message. Lang said that he would communicate with [REDACTED] some time in August.

He then asked LANG if his cousin who had just left knew about his transaction of the bomb sight. Lang said, "No", that he was the only man who knows about the "great American secret". He then asked Lang what the bomb sight looked like, and he said that it was a contraption made up of mirrors. He then asked him if it was operated from a prone or sitting position. Lang said that it was in the cockpit and that the pilot had to lean over slightly to operate it. He then said that the bomb sight is being improved and that it is being made smaller and simpler. Then he asked Lang if he knew all about the new one, and he said "Yes, of course"; that he is inspecting the new bomb sights, and knows everything by heart.

b7C He then asked him if he knew anyone in Mexico, or, especially [REDACTED] and LANG said that he did not; that he was not acquainted with anyone in the business (espionage) in America; that he only dealt with men in Germany, and that he felt that he should have stayed in Germany the last time he was there. However, he said that he had been tied up for some stock market transactions and that he did not want to lose his money, which caused him to return. Lang expressed considerable doubt as to whether he would be able to leave the United States. He stated that where he is working on such confidential work it would probably arouse suspicion if he endeavored to leave the country, and he would probably have difficulty in getting a passport; that, however, he had a vacation coming in August and might then be able to make a trip to Mexico under the guise of making a visit there. He could not make up his mind whether he would go to Germany or not, and requested him, SEBOLD, to write to Germany and ask them for assurance that he would be reimbursed in the amount of three thousand dollars either in American money or German money for his stock losses and if so, to deposit the money to his credit in the DRESDENER BANK and also to give him assurance that all of his, and his wife's, expenses would be paid from the date of leaving New York until their arrival in Germany and also he requested to know whether he could take with him two large boxes of personal belongings.

He suggested to LANG that he should write to [REDACTED] in Mexico about this latter at the proper time. Lang also expressed considerable doubt as to what was going to happen when the war was over, that is, what the conditions in Europe would be at that time and whether or not there would be a labor shortage in Germany which would possibly cause him to lose out in the long run. In this connection, he stated that he was getting \$75 a week then and he hated to give up that kind of a job. Lang stated that he did not own a car but that he was thinking of buying one. He then advised Lang that he would send a radio message for him and let him know as to what the reply was. Lang stated that he would keep him closely advised as to his intentions with respect to leaving the country and would also keep him advised as to any letters sent and received by him with respect to this matter.

(S. 1912 - P. 13)

b7C July 12,  
1940.

He will testify that with Agent Ellsworth he worked out and encoded message #25, which was turned over to Agent [REDACTED] for transmission to Station ACR. This message, when translated, read as follows:-

" No. 25.

Lang desires assurance that you will reimburse him three thousand dollar stock losses in marks or dollars. Deposit in Dresdener Bank to his credit. Also travel expenses from here to Germany. He will write [REDACTED] in August. Greetings. "

July 13,  
1940.

SEBOLD will testify from his notes (Exhibit 1A19-13) that at about 1:45 P.M. he went to the apartment of LILLY Stein, 127 East 54th Street, New York City. She said she had a telephone call from [REDACTED] in Washington, D.C. who said he might come to see her that weekend. She said she saw ELSE the day before and Else did not know anyone in Mexico or anything about leaving through Mexico. She asked him to meet her on Saturday mornings at eleven o'clock there after.

July 15,  
1940.

He will testify from his notes

(Exhibit 1A6-5)

that he went to Columbus Circle, New York City, about 4:00 P.M. where he met PAUL FEHSE: that during the ensuing conversation Fehse asked if there was any news: that he told

65-1819

him that there was not. FEHSE then asked if he had received his letter and he told him that he had not. Fehse said that he had sent a letter to Box 865, Grand Central Annex. He told him that Box 865 used to be his old box but that the new number is "574". Fehse said that he had written down the number "574" in New York but had not been able to decipher it and had used the old box number. He stated that he would immediately type up another letter containing the same information that he had sent but plus information which he had developed since then and would send this on to him, Sebald. He told Fehse that he then had a lot of material which he had to send over, and asked him if the S.S. MANHATTAN would make another trip to Portugal. Fehse said that he did not know and that he had another connection, namely, a Chief Steward on an export liner by the name of DOLD. He told Fehse that he had heard of Dold's name and that when SIEGLER and STIGLER tried to contact him he would not cooperate with them. Fehse said that this was not the case; that he personally telephoned Dold at his hotel room on the same day as Siegler tried to contact him but late at night, and that Dold would not come down stairs because he had a girl in his room. He then made a date with DOLD to meet him at 11:00 A.M., and in case he could not come at that time, to be at Columbus Circle at 4:00 P.M. but that DOLD did not show up. FEHSE said that DOLD is "too stuck up to meet anyone on a park bench," that he has people come to his hotel, the HOTEL GOVERNOR CLINTON, and that he has a young man who chauffeurs him around in his automobile. He stated, however, that he is sure that if he, SEBALD, cannot get his materials across on the MANHATTAN that DOLD will take them over for him.

FEHSE said that he believed he would have an opportunity to get hold of some U.S. battleship plans, and asked him to loan him his Leica camera to take some miniature pictures of these plans. He told Fehse that that would not be so simple; that it would probably take him about five months to take those pictures, and gave him the impression that it is a difficult task to photograph plans. He suggested that Fehse hand him the plans, and let him do the photographing. Fehse then said that he was just working on this matter, and that he knew a man who knows an Italian working as a draftsman in a shipyard, and that this Italian had himself transferred to New York to a place where marine plans are kept. He stated that he is trying to develop this Italian contact in order to get hold of confidential plans.

He then told FEHSE to arrange a meeting between himself, Fehse and the Italian, and that they would then be able to work out their plans together in order to photograph any ship plans and Fehse indicated that this Italian was a new recruit to this type of work. He said that he would be unable to meet him, Sebald, the next Monday because he was going to work on the S.S. AMERICA, which was sailing out of Newport News; that, however, he would meet him upon the arrival of the

65-1819

MANHATTAN, namely, on Friday of the same week. He stated that he would keep in contact with him wherever he, Fehse, was.

b7C SEBOLD will further testify that he worked out with Agent Ellsworth the following two messages, which they encoded and turned over to Agent [REDACTED] for transmission to Germany.

These messages, when translated, read as follows:

July 15 6:00 220 Letters Msg. No. 26

Dunn says two fourteen inch guns being moved from Sandy Hook to San Francisco then to Phillipine Islands. Ships Cambria and Seimilia brought children and unlisted passengers of British mission. Rothschilds are guests here of Morgans.

July 15 6:00 540 Letters Msg. No. 27

Dunn says following letter sold to USA by a German - The channel drive will attempt coastal attack on Britain in early dawn or heavy fog by means of plane carriers displacing hundred or more sea surface tanks and armor-plated sea scows decked with detachable hatches of corrugated steel plate, having decks for tanks and five hundred men each. Tanks projected from carriers by skidways supported by pontoons, etc. Tanks are advance attacking units followed by beaching scows with armed force. Seems that members of units are in Ports of Ireland or will be sent there. H. destroyed former data.

(S. 2010 - P. 6 and 8)

July 16,  
1940.

b7C He will further testify that he, with the assistance of Agent Ellsworth, worked out and decoded the following message, which they turned over to Agent [REDACTED] for transmission to Germany, which when translated, read as follows:

65-1819

July 16 4:00 140 Letters Msg. No. 28

Stein cannot go to California. Has no money. Asks are you going to leave her here long enough so that she should sign another years lease for apartment?

b7C

That on the same day Agent [redacted] turned over to them a message, which he stated he received from Station AOR, and which, when decoded and translated, read as follows:-

July 16 14:40 120 Letters Msg. No. 18

Regarding channel drive, your message very jumbled. Please repeat in German. Where did Dunn get this report?

(S. 2010 - P. 9 and 10.)

July 17,  
1940.

He will further testify that he tried to reach DUQUESNE at his office, by telephone, and being unable to do so, he left a message with the telephone clerk or girl answering the telephone, requesting that he, Duquesne, meet him the next day at two o'clock.

(S. 2152 - P. 3)

He will further testify that on the same day he received a letter addressed to himself, HARRY SAWYER, at Post Office Box 574, Grand Central Annex, New York City, which bore the return address, [redacted]

b7C

N.J." which was postmarked West New York, July 19, 1940. It contained a one page typewritten communication in German and English mixed. This was from FEHSE and when translated, read as follows:-

(S. 1987 - P. 2)  
(Exhibit 1A6-8 and 9).  
(Q151 and 152.)

65-1819

" REGARDING SPEED BOATS SIXTY FEET LONG, TWELVE FEET WIDE, THREE WEIGHT MOTORS, HIGH EXPLOSIVE GASOLINE, SIXTY KNOTS SPEED, BEING BUILT IN NAVY YARD WASHINGTON, D.C., FOR TEST RUN, BEING SENT OVERLAND TO CHICAGO FOR TEST RUN ON THE LAKES. FOUR TORPEDOES TEN FEET LONG, TWELVE INCH DIAMETER, ONE THREE INCH CANNON ON STERN, FIVE MAN CREW. EIGHT MILES ON BATTERIES IN CASE OF EMERGENCY. FORTY ON HAND. OVER ONE HUNDRED OF THEM ORDERED. WILL NOT BE SHOWN OPENLY. REGARDING TORPEDO BOATS FIFTY NEW ONES BUILT WITH EIGHTEEN INCH TORPEDO TUBE INSTEAD OF THE TWENTY INCH WHICH IS USUAL SIZE ONLY IN AMERICA. REGARDING ARMORED TOWER ON NEW THIRTY SIX THOUSAND TON BATTLESHIPS, THREE INCH ARMORED TOWER SUBSTRUCTURE OR PEDESTAL, TWO INCHES OF THE TRUE COVERING IS WELDED NOT RIVETED. REGARDING AIRPLANE CARRIERS FROM KEEL UP SHIP SKIN IS TWO INCHES THICK TO WATER LINE, ONE INCH THICK WITH TEN INCH FLANGE. SKELETON NOT YET FAR ENOUGH ALONG FOR FURTHER INFORMATION VIA FINK FROM HARDT."

He will further testify that on the same day he received a letter from LILLY STEIN, addressed to himself as HARRY SAWYER, P.O. Box 574, Grand Central Annex, New York, which read as follows:-

"

7/15, 1940

Dear Harry

b7C [REDACTED] has news for you

I am completely flatbusted

Please come the quickest possible!!

L.

"

(Exhibit 1A19-67)  
(Q133 and 134)  
(S. 2108-P. 3)

He will also testify that with the aid of Special Agent

65-1819

Ellsworth they wrote up and encoded and turned over to Agent Price, for transmission to Germany, the following message, #17-A.

"  
July 17 4:00 620 Letters Msg. No. 17 (A)

Repeating - The attack on England over the Channel will be attempted by means of a coastal attack at dawn or in heavy fog with help of airplane carriers which displace a hundred or more sea surface tanks - also sea worthy armored scows which are equipped with detachable steel hatches and decks for tanks and quarters for 500 men each. The tanks are projected from the carrier by skidways supported by pontoons, etc. The tanks are the advance attacking units followed by the armed troops on the scows. It appears that these units have been sent to ports in Ireland or will be sent there. H. destroyed earlier reports. End. "

(S. 2010 - P. 13).

He will also testify from his notes

(Exhibit 1A13-22)

that at about eight o'clock (8:00 P.M.) ROEDER, in his automobile, met him in Hempstead, Long Island, at the usual meeting place at the intersection of Washington Street and Jackson Avenue. He climbed into Roeder's car and was driven away; that during the ensuing conversation Roeder again asked him if he was sure that money was coming for him. He told him that he had not heard otherwise. He then asked Roeder if it was possible to get some more of the bullets similar to those which he had given him at a previous meeting. Roeder said that he could get as many of the bullets as were desired as they were lying around in the Sperry plant where anyone would miss them. He said that SPERRY expected to expand and to move their factory to Connecticut; that it would take at least eight months until the new plant was finished. He stated that he could not go on his vacation to California, as he had planned, but that he expected to go to New Hampshire with two Sperry engineers to work on confidential matters and that he might be able to get some information from them. He then handed him, SEBOLD, a black leather brief case, which was the same brief case that he had given him on their first meeting and which, at that time, contained documents.



65-1819

The brief case, on this occasion, also contained the following documents:

1. Booklet entitled, "The Air Corps Technical School, Target Pistol Shooting, Department of Armament", dated May 10, 1937, and marked "Restricted".

ROEDER requested that this item be returned to him as he had "borrowed" it but stated that the other items might be kept. They were:--

2. Sperry Bulletin, dated June 10, 1940.
3. Western Electric Radio Receiver #14B, Instructions.
4. Reprint from the JOURNAL OF THE AERONAUTICAL SCIENCES, dated March 1940. The reprint is entitled, "Flightray, a Multiple Instrument Indicator", by W.R. BASSETT and JOSEPH LYMAN, Sperry Gyroscope Company.
5. Blueprint entitled, "Aviation Radio Equipment", Bell Telephone Laboratories, Inc., New York. E.S. I X . - 675226, printed March 5, 1940.
6. Blueprint entitled "Radio Transmitter Schematic", Bell Telephone Laboratories, Inc., E.S.I.X. - 614526, printed in New York, December 5, 1938.

(Exhibits 1A3, 87, 90, 92, 93, 96, 107 and 108.)

He then asked ROEDER what he knew about the ALLISON MOTORS and Roeder said that he had heard that they are not run very good; that they had a lot of trouble with the motor; that as far as he knew the production had not been more than one hundred motors. He suggested that if he, SEBOLD, wanted accurate information he should go to Indianapolis.

(S. 2138 - P. 8)

65-1819

July 18,  
1940.

SEBOLD will testify that he received a letter from FEHSE, addressed to himself as HARRY SAWYER, at P.O. Box 574, Grand Central Annex, which was postmarked New York, July 17, 1940, and bore the return address of [REDACTED] New York City.

This letter contained a one page typewritten communication in German, which, when translated, read as follows:-

(S. 1987 - P. 2)  
(Exhibit 1A6-10 and 11)  
(Q 152 and 153a)

"

JULY NINTH. SINCE LAST REPORT FOLLOWING SHIPS HAVE LEFT: DUTCH SHIPS DELFTDYK, VOLENDAM, TAWALI; NORWEGIAN SHIPS BERGANGER, HOERDA. NONE OF THEM ARMED. STILL BEING LOADED AS MENTIONED IN LAST REPORT BUT READY TO SAIL IN FEW DAYS TO ENGLAND, IN MOST CASES LIVERPOOL. ENGLISH SHIPS WESTERN PRINCE, KAITUNA, ALL ARMED AND EQUIPPED WITH ANTI-MINE RINGS. ARRIVED IN THE LAST FEW DAYS ENGLISH SHIPS SCYTHIA, SAMARIA, CRISPIN, PORT HUNTER. APPEARANCE AS REPORTED, ALSO ANTI-MINE RINGS, DISTINGUISHED BY YELLOW CROSS UPPER PART OF HULL. ALSO ARRIVED ARE DUTCH SHIP APPARENTLY THE WESTERNLAND, KOTA CEDE, BELGIAN SHIP VILLE DE ANVERS. THE OTHER TWO BELGIAN SHIPS, MERCIER AND JEAN JADOT, NOW LOADING. CARGO IS FOR MOST PART ADDRESSED TO FRANCE AND BELGIUM BUT IS ROUTED TO ENGLAND. IN PROCESS OF LOADING FOR ENGLAND, NORWEGIAN SHIPS MARGA, HEINA, BEERAY, TUNGSNA. EXCEPT FOR THE ENGLISH SHIPS, NONE IS ARMED. SOME HAVE ANTI-MINE RINGS. SHIPS WHICH ARRIVED OVER THE WEEKEND HERE WERE IN CONVOY FOR THREE DAYS OUT OF ENGLAND. THE CARGO OF EACH SHIP CONSISTS OF MUCH STEEL, MUCH COPPER, MANY AIRPLANES AND PARTS, AUTOMOBILES AND PARTS, TRUCKS, MANY PROVISIONS, OIL, BENZINE, BOTH IN BARRELS, MANY BOXES OF MACHINERY WITHOUT MARKINGS EXCEPT NUMBERS AS REPORTED, APPARENTLY CANNONS OR ANTI-TANK CANNONS PACKED IN LARGE BOXES. THE BERNSTEIN SHIP PANAMANIA

65-1819

SAILED FROM BALTIMORE WITH ONLY A VERY SECRET CARGO TOWARD LIVERPOOL. SHE HAD A FIRE IN A HOLD BEFORE LEAVING. PARAGRAPH. JULY FIFTEENTH. ENGLISH SHIP SAMARIA LEFT THE HARBOR ON JULY THIRTEENTH. SCYTHIA ON JULY SIXTEENTH. DUTCH SHIP TYP WESTERLAND, AFTER BEING HERE A FEW DAYS, LEFT FOR CANADA IN ORDER TO TAKE ON CARGO THERE. ALL OF THE SMALL SHIPS NAMED IN THE LAST REPORT HAVE ALSO LEFT. AT THE MOMENT ONLY THREE MIDDLE-SIZED ENGLISH SHIPS ARE HERE FOR LOADING, BELGIAN SHIP VILLE DE MONS AND VILLE DE LIEGE ARRIVED HERE AND ARE BEING LOADED DAY AND NIGHT. THEY ARE SUPPOSED TO LEAVE AGAIN IN THE NEXT FEW DAYS FOR LIVERPOOL. CARGO CONSISTS OF IRON, STEEL, COPPER, GRAINS, MACHINE PARTS, AIRPLANE PARTS, AND PROVISIONS. SWEDISH SHIP ATLAND IS LOADING SUSPICIOUSLY. VARIOUS GREEK SHIPS AS WELL AS NORWEGIAN SHIPS WHICH PREVIOUSLY SAILED TO FRANCE LIE INACTIVE HERE AT THE MOMENT. PROBABLY, HOWEVER, ONLY UNTIL FORMALITIES HAVE BEEN SETTLED AND THEN TO MAKE RUNS TO ENGLAND. TEN DANISH SHIPS LIE HERE IN THE HARBOR INACTIVE AS BEFORE. QUEEN ELIZABETH IS STILL HERE. THERE LIES IN THE ENTIRE HARBOR DISTRICT MUCH MATERIAL READY TO BE SHIPPED, BUT FEW SHIPS APPEAR TO BE ON HAND.

SEBOLD will also testify from his notes

(Exhibit 1A3 - 18)

that he met DUQUESNE at the New Jersey ferry in lower Manhattan about 2:00 P.M.; that he read to him the message received from Germany and asked him for the source of his information. (Message 27-A).

DUQUESNE said that he was under the impression that the German living in the United States had a son who until recently was in Ireland; that this son left Ireland and sent the information to his father in the United States; that his father sold the information to the U. S. Government Military Intelligence Service. The Intelligence Service sent the information on to the Canadian Intelligence Service,

65-1819

and transmitted the document to Canada by messenger of the U. S. Ordnance Department. DUQUESNE claimed to have stolen the document while it was in transit. However, he did not know the name of the German in the United States who sold the document.

He then handed DUQUESNE the third typewritten carbon copy of the German translation of the document which Duquesne had handed him concerning the channel drive, as requested by Duquesne, at their last meeting. He asked Duquesne what he was going to do with the German translation of the message, and Duquesne said that he was going to mail it to Germany.

(Exhibit 1A3-26A)

DUQUESNE then dictated the following message for transmittal to Germany:-

"

Four battleships and ten destroyers of Texas class going down to Caribbean to scout for England. Six hundred reserve officers and six hundred enlisted men. The Todd Dry Dock have contract to put anti-bomb deck on U. S. destroyers. Twenty new destroyers, twenty from the World War. Half of them with laminated decks. Explosion takes place before the bomb reaches the lamination. Today's conservative papers call for union between England and U.S.A. Articles were written and were to be published when Roosevelt was nominated. British Embassy, U. S. State Department, and British Bureau of Information drew up the articles, and the State Department issued its O.K. to the publishing houses."

(S. 2152 - P. 4).

DUQUESNE then handed him a small bottle of clear white fluid, the bottle having previously contained 100 triturate tablets, strychnine nitrate, 1/4 gr. poison, put up by the UPJOHN COMPANY, Kalamazoo, Michigan, S.K.P. #778679.

(Exhibit 1A3-323).

65-1819

DUQUESNE also handed him several sheets of white Bond paper, bearing the water mark, "Court House Bond, Made in U.S.A." He said that this was the material he used to send the letters in secret writing, and that he had sent some letters to Germany by this system.

SEBOLD then reported to him at this meeting the contents of the previous documents which Duquesne had turned over to him, and on which he said there was something written, in secret writing. Duquesne told him to use this writing material and paper in communicating with him in the future in the event that the communication needed to be of a confidential nature.

DUQUESNE also handed him the July 1940 issue of CANADIAN AVIATION in an envelope addressed to [REDACTED] Coimbra, Portugal, and told him to send the magazine to the other side through his contacts.

(Exhibit 1A3-293)  
(S. 2152 - 3 )

He will further testify that Agent [REDACTED] turned over to Agent Ellsworth and himself Message #19, received from Station AOR which, when decoded and translated, read as follows:-

" DUNNS letter first June and Lilly's letter sixth July received today. Diaphragm not received. Lilly can renew lease another year. Money on way but needs time. Kind regards."

July 19,  
1940.

He will testify that Agent Ellsworth and himself discussed and coded the following message:

65-1819

"  
 Recently the radio station has become more dangerous in America. The U.S.A. has roving monitor stations which especially look for stations sending in code. I request you to please send me another code, however, no number system. Dunn told me the best code would be one using two dictionaries where one word is substituted for another. You can send me the book on a ship. I don't trust this code much longer. Will change frequencies often also."  
 "

He will testify that this was coded, using the book "All This and Heaven Too", and a copy of the letter was mailed to

b7C

(Exhibit 1A18-58)  
 (S. 1930 - P. 3)

On the same day he received a letter from LILLY STEIN, postmarked New York, July 18, 1940, reading,

"

7/18 1940.

Harry,

Am definitely expecting you tomorrow morning.  
 Please come the soonest possible, Henry already asked twice for you

L.

"

(Exhibit 1A19-69)  
 (Q135 and 136)  
 (S. 2108 - P. 3)

He will further testify that on the same day he received a letter at Box 594, Grand Central Annex, addressed to himself as HARRY SAWYER, postmarked New York, N.Y., July 18, 1940, on the U.S. Lines, S.S. MANHATTAN, stationery, reading as follows:-

65-1819

New York 7/18

Dear Harry,

Meet you tomorrow at 5 P.M. Friday.

E. Metzger "

(Exhibit 1A14-39  
Q 140).

He will further testify from his notes,

(Exhibit 1A15 - 8)

b7C  
that he met SIEGLER at Columbus Circle, at about 5:00 P.M. They then walked into the park, across the driveway, and across the bridle path to a vacant bench where they sat down.

SIEGLER gave him a gray paper package, which contained, when subsequently checked and counted, \$2,850.00. Siegler told him that the money was divided into two lots, \$1,350.00 which was to be paid as in the radio message, to DUQUESNE, STEIN, ROEDER and himself. The other \$1,500.00 was to be used for the purchase of a bomb sight.

Siegler stated that he had no trouble in making contact in Lisbon; that the ship's chandler, that is, the man who sells the boat its supplies, came on board as soon as the ship docked and with him was [redacted] came to Siegler and gave him the password, "Sesam greets Franz". They then went together to Siegler's cabin, and [redacted] handed over to him the \$1,350.00 to pay the four as directed in the radio message, and the \$1,500.00 with which to buy a new bomb sight. However, [redacted] said that he, Siegler, should tell him, SEBOLD, that no money should be paid for NORDEN bomb sight as that bomb sight is no good. [redacted] handed him, Siegler, a torn slip of stationery paper bearing the writing in blue heavy pencil or crayon, [redacted] (N.)" which Siegler turned over to him.

(Exhibit 1A14-40  
Q141).

65-1819

He gave him this piece of paper in order that he would not forget the name of the bomb sight which was not to be purchased.

SIEGLER stated that [redacted] said that in case he, SEBOLD, could not get a bomb sight he should use the money for other things; that [redacted] told him that he had received the message about the wire and the tin can hanging out of the port hole, and that the Communications System works perfectly, and could not work better.

Siegler stated that [redacted] appeared to be a rich [redacted] and that [redacted] apparently is not his right name although he did not learn his true name. Siegler said that [redacted] was a German, and that he operates an export and import business out of the Argentine.

[redacted] told him that the "big shot" in the matter is Lisbon [redacted] a man named [redacted] (possibly spelled [redacted]) and instructed him, Siegler, to go see the Consul the next day. This he did, and the Consul drove him around Lisbon in his car, but did not speak of any of the espionage business. They spoke together chiefly about the war situation. Siegler stated that STIGLER was also along on this drive. They went to the Bull Fight also. Siegler said that Stigler also brought back a large amount of money, but did not say whether Stigler received this money in Siegler's cabin at the same time [redacted] handed over the money to him, Siegler.

Siegler said that [redacted] has saber scars on his cheeks. He gave no further description of him.

He also said that [redacted] explained to him before he saw [redacted] that it was against Consular rules for [redacted] to work openly in this matter, which probably accounted [redacted] not saying anything about the espionage business. Siegler stated that he handed to [redacted] the materials which had been given to him by himself, Sebold.

Siegler also said that FEHSE had told him that he was being followed by four men in an automobile; that Fehse's landlord said that four men drove up in front of the house and took down the house number and generally appeared suspicious.

Siegler also stated that he, FEHSE and STIGLER were going to join the S.S. AMERICA at Newport News, and were going to make a trip to Cuba and so forth; that when they were in New York City they would contact him, Sebold. He asked Siegler what he could do about sending some materials to Germany and Siegler told him to get in touch with DOLD in the Hotel Governor Clinton and that Dold would take care of matters for him.



65-1819

SIEGLER then gave him a package which contained a bottle of French Cognac, which is bottled by BISQUET, DUBOUCHE & COMPANY.

He will further testify that Siegler left about 5:35 P.M.; that he walked to the subway station where he was met by Agent Ellsworth; that they then went back into Central Park and made a list of the money which was turned over to him; that he turned the same money over to Agent Ellsworth for safekeeping. The list of money fellows:-

(S. 1930 - P. 19)

\$100	Federal Reserve Note, series of 1934, serial no.	B02249417A
"	"	B02249416A
"	"	B02249415A
"	"	B02249411A
"	"	B02249412A
"	"	B02249413A
"	"	B02249414A
"	"	B02231950A
"	"	B02231951A
"	"	B02139944A
"	"	B01002541A
"	"	B02310870A
"	"	B02323229A
\$20	Federal Reserve Note, series of 1934, serial no.	B14185074A
"	"	B14665596A

\$10 Federal Reserve Note, series of 1934, serial no. B54243804A

\$100	Federal Reserve Note, series of 1934, serial no.	B02424470A
"	"	B02424471A
"	"	B02424469A
"	"	B02424468A
"	"	B02424467A
"	"	B02424466A
"	"	B02424465A
"	"	B02424464A
"	"	B02424463A
"	"	B02424462A
"	"	B02424461A
"	"	B02424460A
"	"	B02424459A
"	"	B02424458A
"	"	B02424457A
"	"	B02424456A
"	"	B02424455A
"	"	B02424454A
"	"	B02424453A
"	"	B02424452A
"	"	B02424451A
"	"	B02424450A
"	"	B02424449A
"	"	B02424448A
"	"	B02424447A

65-1819

July 20  
1940.

b7c

He will testify that Agent [redacted] turned over to Agent Ellsworth and himself Messages #20 and #21 received from Station AGR, which, when decoded and translated, read as follows:

"  
No. 20.

Please inform Fehse he should inquire from ships returning from England as to the effect of the German air attack and report. End of message. "

"  
No. 21.

Confine your radio messages to pure military and technical inquiries. However, listen to us daily. End of Message. "

He will further testify that he received a letter, addressed to himself as HARRY SAWYER from LILLY STEIN, postmarked New York, July 19, 1940, which read as follows:-

"

7/19/40

Dear Harry,

A fine friend you are !! Waited the whole morning for you !! You didn't even call me. -- --  
To your information, if my telephone and light are not paid by tomorrow both will be closed down !! I must have help by tomorrow. Two have other news for you. -- --

As ever,  
L.

(Exhibit 1A19-71  
Q137 and 138)  
(S. 2108 - P. 3).

He will further testify from his notes,

(1A19 - 13)

that on the morning of July 20th he received three \$100 bills from Agent Ellsworth, which he listed, which were as follows:-

65-1819

\$100 Federal Reserve Note, Series of 1934, serial no. B02249415A  
 " " " " " " " " " B02249416A  
 " " " " " " " " " B02249417A

That he went to LILLY STEIN'S apartment, 127 East 54th Street, arriving at about 11:00 A.M.; that upon entering her apartment he handed her the three \$100 bills. She did not appear to be angry at this time with him for not having come the day before. She told him that she had gotten a job as an artist's model in some art school, and that she would stay in her apartment until the lease expired. He then read to her German Message #19, which was received July 18, 1940, which read as follows:-

"  
 Dunn's letter first June and Lilly's  
 letter sixth July received today.  
 Diaphragm not received. Lilly can  
 renew lease for another year. Money  
 on way but needs time. Kind regards."

She stated that the letter which she wrote on July 6th was about money matters, and that in this letter she told the German authorities that if they expected any work out of her she would have to have a clear head, and not be worried with money matters all the time.

b7C He asked her about [REDACTED] whom she had met through [REDACTED]. She had no further information about this lady, and he asked her about all she knew concerning her. He then asked her for the money which she had borrowed from him. As she did not have sufficient small change, they left the apartment together, and proceeded to the Sutton Post Office Branch on Third Avenue where she changed a \$100 note and handed him \$40; that she bought, at the same time, several money orders.

She also handed him two letters from HENRICH of Detroit. One was contained in an envelope postmarked Detroit, Michigan, July 12, 1940, addressed to MISS LILLY STEIN, 127 East 54th Street, New York City. The other is postmarked Detroit, Michigan, July 17, 1940, and addressed to Miss LILLY STEIN, 127 East 54th Street, New York City.

(Exhibits 1A8-18 and 19  
 Q168 to 171)  
 ( Q175 to 178)  
 (S. 2108 - P. 4)

65-1819

July 1940

List of American Aeroplane Manufacturers, private and militarycraft.

Abrams Aircraft Corporation, Lansing, Mich.	Jensen Aircraft Corporation
Lansing, Mich.	Charleston, S.C.
Aircraft Corporation	Kellett Autogiro
La Porte, Ind.	Philadelphia, Pa.
Air Transport Mfg. Co. Ltd.	Kupper Aircraft Enterprise
Glendale, Calif.	Tamaqua, Pa.
American Aircraft Co.	E.M. Laird Airplane Co.
Long Beach Calif.	Chicago, Ill.
Applegate Amphibians	Allen H. Lockheed Aero Ind. Corporation
Lock Haven, Pa.	Boston, Mass.
Barkley Grow Aircraft Corporation	Mc. Donnell Aircraft Corporation
Detroit, Mich.	Robertson, Missouri
The Bee Aircraft Co.	Mercury Aircraft Comp. Inc.
Glendale Calif.	Knoxville, Tenn.
Bennett Aircraft Inc.	Meyers Aircraft Company
Dallas, Texas	Tecumseh, Mich.
Burnelly Aircraft Corp.	Military Aircraft Corporation
Keyport, N.J.	Springfield, Mass.
Clarence D Chamberlin Co.	Miller Aero Service
Bendix, N.J.	Brentwood, Pa.
Collier Aircraft Co. XXXX	Miller Aircraft Corporation
Tulsa, Okla.	Springfield, Mass.
Calver Aircraft Corp.	Manassas Corp.
Calver, Pa.	Robertson, Mo.
Cummins-Hall Aircraft Corporation	Wing Aircraft Corporation
Rochester, N.Y.	Ligonier, Pa.
Federal Aircraft Corporation	Northrop Aircraft Inc.
sub. of Interstate Aircraft & Engine Corporation	Hawthorne, Cal.
El Segundo, Calif.	

65-1819

Fleetwings Inc.  
Bristol, Pa.

Owinn Aircar Co. inc.  
Buffalo, N.Y.

Hall-Aluminum Aircraft Corp.  
Bristol, Pa.

Harlow Engineering Corporation  
Los Angeles, Calif.

Hockaday Aircraft Corp.  
Burbank, Calif.

Hughes Aircraft Corporation  
Hollywood.

Ong Aircraft Corporation  
Kansas City, Missouri.

Pacer Aircraft Comp.  
Beverly Hills, Calif.

Pasped Aircraft Corporation  
Glendale, Calif.

Phillips Aviation Comp.  
Los Angeles, Calif.

Rearwin Aircraft & Engine Inc.  
Kansas City, Kansas

N.B. Rich Airplane Co. Municipal Airport  
Boston, Mass.

sheet 2.

List of American Aeroplane Manufacturers, private and military Craft.

Military craft.

Rose Aeroplane & Motor Comp.  
Chicago, Ill.

\* North American Aviation  
Inglewood, Calif.

St. Louis Aircraft Corp. Sub. St. Louis Car Co.  
St. Louis, Missouri.

Fairchild Aircraft Co.  
Hagerstown, Md.

Southern Aircraft Corporation  
Houston, Texas

Vought Sikorski Div. of United Aircraft  
Stratford, Conn.

Spartan Aircraft, Comp.  
Tulsa, Okla.

Glenn Martin Corp.  
Baltimore.

Stearman Hammond Aircraft Corporation  
S. San Francisco, Calif.

Brewster Aeronautical Corp.  
Long Island City, N.Y.

Swallow Airplane Co. Wichita  
Wichita, Kans.

Ryan Aeronautical Comp.  
San Diego, Calif.

Vega Airplane Co.  
XXXXBurbank, Calif.

Stearman Aircraft Co.  
Wichita, Kansas.

Waterman Arrowplane Co.  
Santa Monica, Calif.

Stinson Aircraft Division  
Wayne, Mich.

65-1819

108605

Welch Aircraft Industries Inc.  
South Bend Ind.

Wendt Aircraft Corp.  
Buffalo, N.Y.

White Aircraft Inc.  
Buffalo, N.Y.

#### Military Craft.

Curtiss Aeroplane Corp.  
Buffalo, N.Y.

Bell Aircraft.  
Buffalo, N.Y.

Grumman Aircraft Engineering Corp.  
Betpage, L.I., N.Y.

Lockheed Aircraft Corp.  
Burbank, Calif.

Douglas Aircraft Co.  
Santa Monica, Calif.

Curtiss Wright Corporation  
Buffalo

Boeing Aircraft.  
Seattle.

Consolidated Aircraft Corporation  
San Diego, Calif.

Stinson Aircraft Aviation Mfg. Corp.  
Nashville, Tenn.

Northrop Aircraft  
Los Angeles, Calif.

Vultee Aircraft Div.  
Downey, Calif.  
Cessna Aircraft Corp.  
Wichita, Kansas.

Wright Aeronautical Corp. Div. of Cur-  
tiss Wright Corporation  
Paterson, N.J.

Waco Aircraft Corp.  
Troy, Ohio

Beech Aircraft Corporation.  
Wichita, Kansas

Republic Aviation Corporation (Severs)  
Farmington, L.I.

Timm Aircraft Corporation  
Van Nuys, Calif.

United Aircraft Corp.  
Bridgeport, Conn.

Great Lakes Aircraft Corporation  
Detroit.

sheet 3.

List of American Aeroplane Mfg., private and military craft.

Military continued.

Babcock Aircraft Corporation  
De Land, Calif.

65-1819

Clark Aircraft Corp.  
Hagerstown, Md.

Engineering and Research Corp. Riverdale, Md.  
Riverdale, Md.

Bellanca Aircraft Corporation  
New Castle, Del.

Robertson Curtiss Wright, St. Louis Div.  
St. Louis, Mo.

Aeronautical Corporation of America.  
Lunken Airport.  
Cincinnati, Ohio.

Howard Aircraft Corporation  
5301 West 56th Street  
Chicago,

Akron Aircraft Inc.  
Akron, Ohio.

Porterfield Aircraft Corporation  
Kansas City, Miss.

Piper Aircraft Corporation Lock Haven, Pa.  
Lock Haven, Pa.

Luscombe Airplane Corporation  
West Trenton N.J.

Tatlorcraft Aviation Corporation  
Alliance, Ohio.

Heinrich

65-1819

## \* Aeroplane Motor Manufacturers in U. S. A.

July 1940.

Name and location	Type of motor	HP.	r.p.m.	Bore	stroke	compress.
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Aircooled Motors Corp.	4 cyl. opposed	50	2300	3.625"	3.625"	6.6:1
Syracuse, N.Y.	4 " "	60	2350	3.875"	3.875"	6.3:1
Akron Aircraft Inc.	4 " in line	63	2125	3.875	4.00	6.25:1
Akron, Ohio.	watercooled	70	2450	3.875	4.00	6.25:1
Allied Aviation Corp.	4 cyl. in line					
Van Nuys, Calif.	Aircooled	100	2285	4.00	4.480	6.25:1



65-1819

Allison Engineering Co. V-1710-C.15.  
Div. of General Motors 12cyl. V-shape  
Indianapolis. Ind. 60 degrees, high  
temperature,  
ethylene gly-  
col cooled

Max. normal rating 840 HP. at 2600 tpm.  
at seal level. 960HP. at 2600rpm. 12000'.  
1090HP. at 3000rpm. at 13200'.  
cruising rating 720HP. at 2280rpm. 12000'.  
Power available for take-off 1090HP.  
at 3000rpm at 42.9HG. compression 6.65:1  
blower ratio 8.77:1. propeller reduction  
gearing 2:1. displacement 1710 cu. inches.  
Engine dimensions: Length 98.53"  
height 41.18". width 29.28".

Weight with carburetor, screen radio-  
shielding, sparkplugs, magneto, exhaust-  
flanges, sparkplug-cooling tubes, primer  
system, tachometer-drives, oil and coolant  
pumps and oilstrainer 1340 lbs.  
construction:

crankcase cast aluminum-alloy; two halves  
split on horizontal crankshaft-line; crank-  
shaft chrome-nickel molybdenum forging.  
Cast aluminum-alloy cyl. heads; 6cyl. block,  
roof type combustion chamber; 2 intake and  
2 exhaust-valves per cylinder, each pair  
in-lined at 22.5 degrees from vertical.  
Cylinder-barrels, steel shrunk in head  
with single coolant jacket bolted to each head  
and fastened to lower end by large nut.  
Piston aluminum alloy forgings; waffle-head  
flat top; 3 compression and 2 oilrings.

5.5

6.00

(Allison accessories)

Allison supercharger, Bendix  
Scilla Magneto, Bendix-  
Stromberg carburetor, Eclipse  
starter-generator. B.G. spark  
plugs, Pesco fuel and vacuum  
pumps.

American Aircraft Co. B-3-125. 3cyl.

Long Beach, Calif.

Radial aircooled 125

1950

4.75

5.00

5.11

Gutherson Diesel Engine Co.

Dallas, Texas.

H.1020-9cylinder 310

2150

5.125

5.5

radial

550) these 2 sizes still in experi-  
mental stage. Government has

bought a few H.1020 for experimental work for Army and Navy.

Construction: Crankcase Aluminum casting in 2 parts, bolted on centerline

65-1819

valve tappet guides and fuel injector pumps in rear center section; crank shaft nickel steel forging SAE 2512. 3 compression rings, 1 oilring above, 1 oilring below full floating continued on sheet 2. piston pin, cartridge starter, Eclipse generator.

## sheet 2.

Airplane - Motor Manufacturers in U.S.A.

July 1940.

Name and location	Type of motor	HP.	rpm.	bore	stroke	compress.
A-40						
Continental Motors Corp.	4cyl. aircooled	30	2575	3.125	3.750	5.2:1
Muskegon. Mich.	opposed A-50	50	1900	3.875	3.625	5.4:1
"	" A-65	65	2300	3.875	3.625	6.3:1
"	" A-75	75	2600	3.875	3.625	6.3:1
"	" A-80	80	2700	3.875	3.625	7.55:1
7 cyl. radial						
	aircooled K	225	2175	5.125	4.625	5.4:1
	M	240	2200	5.125	4.625	6.1:1
	manifold injection) K1.	230	2125	5.125	4.625	5.4:1
	types ) M1.	250	2200	5.125	4.625	6.1:1
Kinner Motors	5cyl. radial	K5.100	1810	4.25	5.25	5.1
Glendale. Calif.	aircooled	B5.125	1925	4.625	5.25	5.25:1
	7cyl. de.	C7.300	1800	5.625	6.00	5.25:1
	SC7.350	1900	5.625	6.00	5.5:1	
Lycoming Manufacturing Corporation. Div. Aviation						
Williamsport. Pa.	4cylinder air-cooled opposed.					
		55	2300	3.625	3.5	5.65:1
		65	2550	3.625	3.5	6.5:1
		75	3100	3.625	3.5	6.5:1
radial engines						
	aircooled 7cyl.	200	2200	4.625	4.5	6.5:1
	9 "	225	2100	4.625	4.5	5.5:1
	9 "	275	2200	4.625	4.5	6.2:1
Jacobs Aircraft Engine Co.						
Pottstown Pa.	aircooled					
	7 cyl. radial					
	L-1MB	225	2000	5.25	5.00	5.75:1
	L-3MB	285	2000	5.50	5.00	6:1
	L-6MB	300	2100	5.50	5.50	6:1

65-1819

**Lenape Aircraft Motors Inc.**  
**Hatwan, N.J.**

3 cylinder radial  
 aircooled LM3 52 2325 4.125 4.00 4.9:1  
 LM365 65 2350 4.125 4.00 5.8:1  
 LM375 75 2450 4.125 4.00 5.8:1  
 5 cyl. LM5 95 2200 4.125 4.00 5.1:1  
 LM5 125 2450 4.125 4.00 5.8:1

Menasco Mfg. Co. 4 cyl. inverted 125 2175 4.75 5.125 5.5:1  
 Los Angeles, Calif. aircooled 150 2260 4.75 5.125 blowgear 9.6:1  
 6 cyl. " 160 1975 4.50 5.125 5.5:1  
 " " Superbucan-260 2300 4.75 5.125 5.5:1  
 eer with blow gear ratio 10.9:1

Monocoupe Corporation 5 cyl. aircooled  
 Robertson, Missouri. radial R.26 90 2375 4.25 3.75 5.55:1

Menasco Mfg. Co. 12 cylinder geared 4.75 5.125 5.5:1  
 Los Angeles Calif. aircooled Unitwin blower gear ratio 10.9:1  
 600 2400 at 7500 feet  
 420 2000 " 9000 "  
 660 2480 " 48.5" HG manifold press.  
 propeller shaft ratio 1.28:1 piston displacement 80,808,8  
 length 80,03" height 30,40" width 38". weight per  
 HP at sea level 2.35 lbs. weight incl. all accessories 1366lbs.

sheet 3.

Airplane -Motors Manufacturers in U.S.A.

July 1940.

Name and location	type of motor	HP.	rpm.	bore	stroke	compress.
Ranger Engineering Corp.	6 cylinder in-	175	2450	4.125	5.125	6.5:1
Farmingdale L.I.	verted aircooled	175	2450	4.250	5.250	6.:1
	12 cylinder Vshape					
	V-770B-4	305	2300	4.00	5.125	6.5:1
	SGV-770B	420	2850	4.00	5.125	6:1
	" " " blower ratio					
Sky Motors	4cylinder inverted					
Milwaukee, Wisc.	aircooled	60	2000	3.875	4.25	6.25:1
Warner Aircraft Corp.	5cyl. radial					
Detroit, Mich.	aircooled scarab jr.					

65-1819

	90	2025	4.262	4.25	5.2:1
7 cyl. do do.	125	2050	4.25	4.25	5.2:1
7 " " "	165	2100	4.625	4.25	6.4:1

Pratt & Whitney Aircraft  
Corporation  
East Hartford, Conn.

Radial aircooled engines from 400 HP single row, to 1800HP. double row. i.e. 7 and 9 cylinders single 14 to 18 cylinders double row, geared and direct drive

Wright Aeronautical  
Corporation  
Paterson, N.J.

Radial aircooled engines from 350 to 1200HP and 7 to 9 cylinders single row and from 1100 to 2200 HP. 14 and 18 cylinder double row. Direct drive and geared.

Lycoming Mfg. Corp.  
Div. Aviation  
Williamsport, Pa.

1200HP. flat type  
opposed for installation in wings. Cylinders divided evenly on both sides of crankshaft. Greatest height: 37", width 44" weight 1325 lbs. cubic contents 1230 cubic inches. Other details not available at present it is reported that this engine has been developed with the assistance of the Army Air Corps. This type of engine which is concealed in the wing is reputed to greatly help eliminating wind resistance.

Heinrich

(8. 2108-P. 6, 7, 8, 9,  
10, 11, 12, 13 and 14.)

65-1819

July 22,  
1940.

SEBOLD will testify that on the morning of July 22, 1940, he received \$250.00 from Agent Ellsworth, which was from the funds handed him by Siegler; that he made a list of the serial numbers and descriptions of these bills, as follows:-

\$100 Federal Reserve Note, series of 1934, serial	#B02310870A
\$100 " " " " " " "	#B02323229A
\$ 20 " " " " " " "	#B14185074A
\$ 20 " " " " " " "	#B14665596A
\$ 10 " " " " " " "	#B54243804A

He will further testify from his notes,

(Exhibit 1A3-18)

that he went to the usual meeting place at the New Jersey ferry slip, in Lower Manhattan, and waited for some time; that he started to a telephone booth to call DUQUESNE when he saw him coming at about 1:20 P.M. Duquesne motioned him away. Duquesne went on board the ferry boat and he followed him but went up on to the upper deck. There he observed Duquesne sitting directly behind a big fellow who stood at the rail, at the front of the boat, watching the New Jersey shore and occasionally looking back towards Duquesne. When the boat reached the New Jersey shore this big fellow got off the boat and after the boat was about half way back to Manhattan, DUQUESNE signalled to him that they could talk. They went inside the saloon, and looked out through the window. Duquesne told him that the large fellow was an FBI man, and had been watching him; that he had seen the same fellow at Hyde Park the day before. He said that the fellow might be standing on the New Jersey shore watching them through a telescope.

He handed DUQUESNE the \$250 and Duquesne gave him a receipt reading as follows:-

\$250 W. 79 is the address.

Jimmy Dunn.

(Exhibit 1A3-322K4).

65-1819

DUQUESNE said that if he was picked up he could say that that was merely an address which he had. He further stated, "They must be darned poor on the other side."

DUQUESNE then dictated the following information to be transmitted to Germany:--

b7C " They are making under [redacted] investigation of a mask and cannister to stop chlorine gas. Duquesne was in Hyde Park yesterday. Members of the British Diplomatic Corps, Bullitt, and F.D.R. were discussing Hitler's message. The Army Advisory Commission is thinking of stopping the production of Garand rifles because of poor results. "

He then showed DUQUESNE the message received from Germany by radio on July 18, 1940, which read as follows:--

" Durr's letter first June and Lilly's letter sixth July received today. Diaphragm not received. Lilly can renew lease another year. Money on way but needs time. Kind regards. "

He then asked DUQUESNE what the diaphragm was, and Duquesne said that it was a diaphragm for a cannister of a gas mask which he had sent over. He did not go into details about how he transmitted it or what he had said in the letter.

(S. 2152 -- P. 5).

SEBURN will further testify that with Agent Kilworth he wrote up and dictated the following two messages:

65-1819

July 22 4:00 240 Letters Msg. No. 28

Dunn says unknown German in USA received the message on channel drive from his son who left Ireland. Father sold it to USA who sent it to Canadian Intelligence by messenger of US Ordnance Dept. Dunn stole message while it was on its way to Canada. Greetings."

July 22 4:30 200 Letters Msg. No. 29

Regarding inquiry about Allison Motors, there is no information to be found here. Carr says he heard the motors are not very satisfactory and only about 100 have been built. Shall I go to Indianapolis and make inquiries? "

(S. 2010 - P. 19)

b7C These encoded messages were turned over by Sebold and Agent Ellsworth to Agent [redacted] for transmission to Station ACH. Agent [redacted] turned over to them Message #22, received from Germany, which when decoded and translated read as follows:-

(S. 2010 - P. 20)

July 22 11:35 260 Letters Msg. No. 22

For purposes of security please do not always insert K (Keyed) in the extra square on the various letters. We also request that you do not give numbers openly as has been done occasionally. We further suggest for security that you use our key system.